

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - September 29, 2004 - 3:30 P.M.
State Administrative Board Meeting - October 5, 2004 - 11:00 A.M.

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MINERAL LEASES

1. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Federal Oil Company, of Mt. Pleasant, Michigan, 40.00 acres, more or less, of Department of Natural Resources minerals located in Section 27, T14N, R16W, Ferry Township, Oceana County.

Terms: One year term, two one-year extension options, 3/16 royalty, \$2,000.00 bonus consideration (\$50.00 per acre), and a \$2.00 per acre annual rental.

2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Ward Lake Energy of Gaylord, Michigan, 0.96 acre, more or less, of Department of Transportation minerals located in Section 4, T30N, R05W, Star Township, Antrim County.

Terms: One year term, no extensions, 1/4 royalty, \$50.00 bonus consideration (\$50.00 per acre), and a \$5.00 minimum annual rental.

These items were approved by the Acting Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on September 7, 2004. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: _____
Milton A. Gere, Jr., Acting Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 29, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: October 5, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|----------------------------|---------------------|
| 1. | Hi-Tech Building Services, Inc.
6578 Roger Drive
Jenison, MI 49428 | Janitorial Services | \$187,044.00 |
|----|---|----------------------------|---------------------|

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for janitorial services for the Turkeyville Rest Area on I-69, Calhoun County. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2007; it may be extended for two additional years by exercise of an option for two one-year extensions. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for janitorial services for the Turkeyville Rest Area on I-69 in Calhoun County.

Benefit: Will provide for a safe, clean, and sanitary tourist facility.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This is a fixed-amount contract.

Risk Assessment: If the janitorial work is not performed, the rest area will not be maintained in accordance with MDOT standards.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49017.

CONTRACTS

2. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2002-0256) between MDOT and T. Y. Lin International Great Lakes, Inc., will extend the authorization term by approximately six months. MDOT has initiated a delay on this project to coincide with other projects in the Region. The original authorization (Z1) provides for the bridge design for I-96 under I-96 westbound to the I-94 westbound ramp in Wayne County (CS 82123 - JN 45199D). The revised authorization term will be May 8, 2003, through April 25, 2005. The contract term is April 25, 2002, through April 25, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will extend the authorization term by approximately six months. MDOT has initiated a delay on this project in order to allow it to better coincide with other projects in the region. The original authorization (Z1) provides for the bridge design for I-96, under I-96 westbound to the I-94 westbound ramp in Wayne County.

Benefit: The primary benefit of granting the time extension is that the consultant can complete the project.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this authorization does not allow sufficient time for the consultant to complete the design work after MDOT ends their delay. If this revision is not approved, the consultant would be unable to provide MDOT with final deliverables for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48180.

3. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R2) under Contract (2002-0256) between MDOT and T. Y. Lin International Great Lakes, Inc., will extend the authorization term by approximately six months. MDOT has initiated a delay on this project to coincide with other projects in the Region. The original authorization (Z2) provides for the bridge design for I-96, over I-94 in Wayne County. (CS 82123 - JN 45199F). The revised authorization term will be May 8, 2003, through April 25, 2005. The contract term is April 25, 2002, through April 25, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will extend the authorization term by approximately six months. MDOT has initiated a delay on this project in order to allow it to better coincide with other projects in the region. The original authorization (Z2) provides for the bridge design for I-96, over I-94 in Wayne County.

Benefit: The primary benefit of granting the time extension is that the consultant can complete the project.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this authorization does not allow sufficient time for the consultant to complete the design work after MDOT ends their delay. If this revision is not approved, the consultant would be unable to provide MDOT with final deliverables for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48180.

4. HIGHWAYS - IDS University Research Services

Authorization (Z7) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services to address improvements to the patching materials and application methods of shallow depth surface patches. The authorization will be in effect from the date of award through two years. The authorization amount will be \$160,095. The contract term is from September 10, 2003, through April 21, 2007, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT experiences continuing problems with shallow depth surface patches applied to concrete structures damaged by truck impact or corrosion. The rapid cure patches tend to exhibit considerable shrinkage cracking, and many delaminate from the substrate within a year or two of application. Improvements to the patching materials and application method that resolve this problem are needed.

Benefit: An experimental validation of several repair materials will be provided. This valuable information will provide a solid foundation for determining if one material is more prone to shrinkage or adhesion loss under typical curing conditions. This information could lead to the use or exclusion of specific patching materials used by MDOT to repair prestressed concrete beams. Suggestions for MDOT Special Provisions will also be included.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: A reduction in maintenance costs will not be realized without a cost-effective solution for durable patching materials.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

Zip Code: 48824.

5. HIGHWAYS - IDS University Research Services

Authorization (Z8) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services to test the effectiveness of visibility limiting devices on countdown pedestrian traffic signals. The authorization will be in effect from the date of award through approximately five months. The authorization amount will be \$50,000.87. The contract term is from September 10, 2003, through April 21, 2007, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The department is receiving numerous requests for the use of countdown pedestrian traffic signals. A review of the research shows a potential safety concern with these devices encouraging pedestrians to step off the curb during the flashing "Don't Walk" indicator. This is in direct conflict with the meaning of this indicator in the Michigan Manual of Uniform Traffic Control Devices. The study proposes to look at an alternative using louvers to control when the countdown portion of the signal is visible to alleviate this issue.

Benefit: Improved pedestrian safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If countdown pedestrian traffic signals are installed as they are designed currently, there is the potential for an increase in the number of pedestrian injuries.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

Zip Code: 48824.

6. HIGHWAYS – Participation for Local Agency Construction Contract
Contract (2002-5318) between MDOT and the City of Detroit will provide for participation in the design, construction, and maintenance of improvements for enhanced access between Highways I-75 and I-96 and the Ambassador Bridge in Detroit, Michigan, including the following:

PART A

The construction of the following portions of the project:

Northwesterly, from north to south:

The northbound Highway I-75 freeway service drive right-of-way, the right-of-way north of Howard Street necessary for the construction of the required Ambassador Bridge plaza access ramp from the Highway I-75 freeway northbound service drive, the right-of-way necessary for the construction of the access ramp bridge from southbound Highway I-75/eastbound Highway I-96 to the Ambassador Bridge, the right-of-way necessary for the construction of the bridge that will carry vehicles cleared from secondary inspection facilities to the freeway system (southbound Highway I-75/westbound Highway I-96), the right-of-way necessary for the construction of the bridge that will carry vehicles from southbound Highway I-75 to local access destinations, the right-of-way necessary for the construction of the bridge that will carry vehicles from the Ambassador Bridge plaza to westbound Highway I-96 and northbound Highway I-75;

Northerly by the east right-of-way line of 21st Street and northern Porter Street right-of-way;

Easterly by the existing Detroit International Bridge Company wall structure separating the U. S. Customs Secondary Inspection facilities from St. Anne Street;

Southerly by the northerly Fort Street (Highway M-85) right-of-way;

Westerly by the West Grand Boulevard right-of-way;

The project work includes all pavement and structures; all signalization and lighting; any necessary utility locations; permanent signing; and maintaining traffic work, including the construction of a special return route back to the freeway system beyond the point of no return for maintenance and emergency vehicles.

PART B

The portion of the project including the following:

The construction of a new eastbound Highway I-96 service drive from Michigan Avenue (US-12) southerly to Vernor Highway underneath structure X01 of 82194; the closure of Ruskin Street via the construction of a cul-de-sac at the existing eastbound Highway I-96 service drive; the construction of a new off-ramp to Vernor Avenue from eastbound Highway I-96.

PART C

The portion of the project including:

(1) the realignment and reconstruction of Highway I-75/I-96 from southwesterly of West Grand Boulevard northerly to and including portions of the Highway I-96/I-75 interchange, including the reconstruction of existing ramps to and from Clark Street; (2) the realignment and reconstruction of the Highway I-75 southbound service drive from Vernor Highway southwesterly to West Grand Boulevard, including a new access ramp to southbound Highway I-75; (3) the demolition of the existing Porter and Lafayette Street bridges; (4) the removal and replacement of the Vernor Street Bridge; (5) the realignment and reconstruction of the northbound Lafayette Street exit ramp; (6) the construction of a new access ramp and structure carrying vehicular traffic from Highway I-75/I-96 to the Ambassador Bridge; (7) the construction of a new ramp, grade separation structure, and northbound service drive necessary to provide local access to Vernor Highway from southbound Highway I-75; (8) the construction of a pedestrian bridge across Highway I-75 near Bagley Avenue; (9) the construction of a new grade separation and ramp carrying vehicular traffic from the Ambassador Bridge and secondary inspection to southbound Highway I-75; (10) the construction of a new grade separation structure and ramp carrying vehicular traffic from southbound Highway I-75 to the new northbound service drive/Vernor Highway; (11) the reconstruction and realignment of the vehicular ramps and structures from the Ambassador Bridge to northbound Highway I-75; westbound Highway I-96 and 21st Street; (12) the construction of a new noise wall along Highway I-75 southbound from the West Grand Boulevard northern abutment southerly approximately 750 feet, together with any necessary remaining work, including all signing, signals, drainage, and utility relocations within the public right-of-way as necessary.

Funding to be described in future cost participation agreements with the city of Detroit.

CS 82192 - 60077, 37795; Wayne County
Letting of March 2005

Purpose/Business Case: To establish the responsibilities of the parties for the Ambassador Gateway Project.

Benefit: Will improve access to the Ambassador Bridge to facilitate public travel and enhance international trade consistent with the provisions of the North American Free Trade Agreement.

Funding Source: To be identified in future cost participation agreements with the city.

Commitment Level: Federal, state, and city funds to be determined.

Risk Assessment: Possible loss of revenue opportunities between the United States and Canada.

Cost Reduction: Future construction of project to be low bid.

New Project Identification: Construction of new structures and connecting roadways.

Zip Code: 48216.

7. HIGHWAYS – IDS University Research Services

Authorization (Z4) under Contract (2003-0026) between MDOT and the University of Michigan will provide for research services to be performed for the development of a durable, economical, and easy to use repair material for rapid repairs on bridges and structures. The authorization will be in effect from the date of award through two years. The authorization amount will be \$150,000. The contract term is from October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Bridges and structures that are subjected to mechanical and environmental loading deteriorate over time. Research to develop repair materials that gain strength rapidly to allow early reopening of bridges to traffic is important. Durable repair that resists delamination and shrinkage cracking is needed to minimize maintenance costs and lane closures. High performance repair material that satisfies these criteria and is economically competitive and easy to use on site is desirable. At present, concrete repair material for bridges and structures often suffers from lack of durability.

Benefit: A new fiber-reinforced cementitious material will be developed that is durable, economical, and easy to apply in repair works for bridges and structures. The development of this material is based on ECC technology originally developed at the University of Michigan. Engineered Cementitious Composite (ECC) is extremely ductile, behaving like a metal in tension. ECC has already demonstrated high durability in terms of freeze-thaw exposure, shrinkage crack control, and in terms of spall and delamination resistance. Preliminary patch repair tests show promise; however, the strength gain is like that of normal concrete. The objective of this project is to develop a new version of ECC that has high early age strength and ductility suitable for use in repair of bridges and structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Leaking patches will continue to cause deterioration of bridges until an appropriate solution is found. A reduction in maintenance costs will not be realized without a cost-effective solution for durable patching materials.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

Zip Code: 48109.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R1) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will increase the authorization amount by \$45,116.79, to provide for additional design services. The project has been expanded to include investigations of several candidate communications systems and protocols for use on all Metro Region Intelligent Transportation Systems (ITS) and traffic signal projects. The original authorization (Z15) provides for ITS design services on I-94 from Wyoming easterly to I-96 in the cities of Detroit and Dearborn, Wayne County (CS 84917 - JN 59195C). The term of the authorization remains unchanged, December 18, 2003, through September 10, 2006. The revised authorization amount will be \$175,161.44. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment is for preparing the complete design of the replacement communication system for the 32.5 center-line mile Surveillance Control and Driver Information (SCANDI) System portion of the Advanced Traffic Management System (ATMS) in metropolitan Detroit. The present infrastructure is over 22 years old and is no longer maintainable. The manufacturer is no longer in that business and individual solid state components are no longer available. This contract will specifically design the infrastructure for the section of I-94 between Wyoming and I-96/Grand River in Detroit. This design will be the prototype for the entire SCANDI replacement. The project has been expanded to include investigation of several candidate communications systems and protocols for use on all Metro Region ITS and traffic signal projects.

Benefit: The extension of the design effort requested in this amendment will further increase system reliability and reduce future maintenance and operating costs of the ATMS and traffic signal systems in Metro Region through common use of the communications infrastructure.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk is premature replacement of outdated technology and possible loss of control of system elements. The goal of this amendment is to develop the communications path for today and the near future, to be used on more than just this one small project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48210.

9. HIGHWAYS - Crash Location Software Services

Amendatory Contract (2003-0709/A1) between MDOT and Michigan Technological University (MTU) will extend the contract term by nine months to provide for the ongoing maintenance and development of the Michigan Crash Location System (MCLS) and the Find MALI Index tool (FMI) to locate traffic crashes in Michigan to allow the Michigan Department of Information Technology (MDIT) time to complete rewriting these systems and move them to the state's information technology environment. The original contract provides work items that include the operation of the location process for all submitted crash records, maintenance of MCLS, monitoring of system performance, maintenance of the required equipment and software, and provision for the required support for FMI. The revised contract term will be February 11, 2004, through September 30, 2005. The total contract amount remains unchanged at \$75,873. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract extension will continue the existing business process until the new system is available. More than 400,000 traffic crashes occur on Michigan roadways every year. The details of each crash are recorded by the investigating police officer on Form UD-10. The data from these forms are compiled by the Michigan Department of State Police (MSP), Criminal Justice Information Center into a statewide database that is then used by MDOT for their safety analysis. Over the last seven years, under contract with MTU, MDOT has sponsored the development, operation, and maintenance of MCLS and FMI. MTU now houses the crash locating suite and provides the automated locating for Michigan crash data. This effort locates vehicle crashes to designate the proper county, route, mile post, etc. This data is essential to the citizens of Michigan because it is used to identify high crash locations. These locations are then subject to studies to develop and implement roadway improvements and other countermeasures to reduce deaths and injuries as a result of traffic crashes.

Benefit: The Michigan Department of Information Technology (MDIT) is currently rewriting these systems and moving them to the state's Information Technology environment. This contract extension will continue the existing business process until the new system is available.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not granted, the ongoing work of locating crashes in Michigan will cease in December 2004. This will result in a crash database that is not up to date, limiting the ability of traffic professionals to identify and retrofit high crash locations throughout the state.

Cost Reduction: This is a cost plus overhead contract based on actual wages paid and expenditures. No fixed fee is applied. This is the culmination of seven years of similar contract work and the costs have been very competitive compared to other outsourcing options.

New Project Identification: This is not a new project.

Zip Code: 49931.

10. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0712) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for the design of M-61 from Airpark Road easterly to US-23 for road rehabilitation in the City of Standish, Arenac County (CS 06021 - JN 56940C). The work items include concrete reconstruction, curb and gutter removal and replacement, drainage and safety improvements, pavement markings, and signal modernization. This authorization will be from the date of award through December 2, 2006. The authorization amount will be \$192,463.47. The contract term is December 2, 2003, through December 2, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the contract is to do preliminary engineering (design) for total reconstruction of M-61 from Airpark Drive to US-23 in the city of Standish, Arenac County. This portion of M-61 has drainage and soils problems. Maintenance has done some minor work on the road to hold it together until it can be reconstructed. The project is part of the Preserve First program.

Benefit: The benefit is a new road with proper drainage and improved safety for tourists as they enter the US-23 Heritage Route in the city of Standish. It also provides improved infrastructure for the businesses and hospital along M-61.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this reconstruction project is not undertaken, the drainage problems could eventually create voids under the road and the infrastructure will continue to deteriorate. Without repairs, the road will eventually fail and it will be more expensive to repair and will impact businesses and tourists. Not designing this reconstruction project would result in additional maintenance and inefficient use of resources.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is reconstruction of the existing roadway within the city limits.

Zip Code: 48658.

11. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5188) between MDOT and the City of Portage will provide for funding participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized path work beginning at Kalarama Avenue and Angling Road, running easterly to Hampton Street, southerly to Haverhill Avenue, easterly to Constitution Boulevard, and southerly to Romence Road, including non-motorized path work within the Consumers Energy Company right-of-way.

Estimated Funds:

State Restricted Trunkline Funds	\$276,000
City of Portage Funds	<u>\$ 92,000</u>
Total Funds	<u>\$368,000</u>

M 39900 – 73856; Kalamazoo County
Local Letting

Purpose/Business Case: To provide funding for transportation enhancement activities.

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: State Trunkline and Bridge Construction Funds and City of Portage Funds

* Denotes a non-standard contract/amendment

Commitment level: 75% State up to \$276,000 and the balance by City of Portage; based on estimate

Risk Assessment: With contract, MDOT will be able to follow through on its intent to have this project funded and the financial assistance will allow the City to be able to build this project.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49011.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for a structural analysis and evaluation of the bearings of the Zilwaukee Bridge on I-75 over the Saginaw River, Bay County (CS 81227 - JN 73112). The consultant will provide recommendations and options for long-term preservation of the structure in this critical area. The authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$289,358.03. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Zilwaukee Bridge bearings are showing evidence of deterioration. This contract will perform a structural analysis of the bridge and evaluation of the bearings. The consultant will provide recommendations and options for long-term preservation of the structure in this critical area.

Benefit: To ensure the economical preservation of one of the largest bridges in the state.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to maintain the bridge bearings will result in damage to the superstructure the could lead to bridge failure.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48604.

13. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2004-0161) between MDOT and Bergmann Associates will provide for bridge scoping on projects located in Wayne County (CS84917 - JN50891). The work items include conducting field reviews, verifying project locations and limits; performing analysis and recommending countermeasures; computing and calculating detailed cost estimates and design hour estimates, to develop the critical path method. The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$113,605.02. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to inspect structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the structure, and a detailed scope of work is needed to include the structure in the program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the 5 Year Plan. Once the condition is assessed, a report will be written providing detailed descriptions of condition, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: To provide a clear understanding of the condition of the structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project, and will also ensure continued proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not undertaken at this time, the structures will continue to deteriorate, and future serviceability cannot be ensured. It is important to maintain a network management strategy, and to spend our bridge template dollars wisely on a mix of fixes throughout the life of each structure to prevent expensive replacements due to neglect.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is for bridge scoping inspections on existing structures.

Zip Code: 49606.

14. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for bridge scoping on projects located in Oakland County (CS63172 & 63174 - JN80711). The work items include conducting field reviews, conducting engineering analysis, and preparing a final report of recommendation. The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$130,255.18. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to inspect structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the structure, and a detailed scope of work is needed to include the structure in the program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the 5 Year Plan. Once the condition is assessed, a report will be written providing detailed descriptions of condition, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: To provide a clear understanding of the condition states of the structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project, and will also ensure continued proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not undertaken at this time, the structures will continue to deteriorate, and future serviceability cannot be assured. It is important to maintain a network management strategy, and to spend our bridge template dollars wisely on a mix of fixes throughout the life of each structure to prevent expensive replacements due to neglect.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is for bridge scoping inspections on existing structures.

Zip Code: 49606.

15. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0383) between MDOT and Hardesty & Hanover, LLP, will provide for the design of the electrical and structural rehabilitation of bascule bridge (B01) on M-13 and M-84 over the east channel of the Saginaw River and bascule bridge (B01) on M-25 over the Saginaw River in Bay City, Bay County (CSs 09032 and 09042 - JN 77896D). This authorization will be in effect from the date of the award through July 23, 2007. The authorization amount will be \$196,785. The contract term is July 23, 2004, through July 23, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project is to rehabilitate the electrical and structural elements of bascule bridge (B01) on M-13 and M-84 over the east channel of the Saginaw River and bascule bridge (B01) on M-25 over the Saginaw River in Bay City, Bay County (CSs 09032 and 09042 - JN 77896D).

Benefit: This work will maintain the bridge for operation to both vehicular and navigational traffic for the next 15 to 20 years.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This is the preventive maintenance work scheduled for these bridges. If the repairs are not performed at this time, the bridges will deteriorate at a faster rate which may result in bridge closures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a preventive maintenance project.

Zip Code: 48708.

16. *HIGHWAYS (Real Estate) - Property Exchange

Contract (2004-0562) between MDOT, the City of Midland, and the Midland Area Community Foundation will provide for the exchange and conveyance of property to complete a portion of M-13 and M-84 interchange and a portion of property of Midland, Michigan that was deleted from the original project. The elements of the contract are as follow:

- a. MDOT will convey a parcel of excess property valued at \$415,000 to the Midland Area Community Foundation.
- b. MDOT will convey a park and ride lot valued at \$45,500 to the City of Midland.
- c. The City of Midland will convey property valued at \$94,000 to MDOT for a new park and ride lot.
- d. In exchange for the conveyance of property, the Midland Area Community Foundation will complete a portion of MDOT's Eastman Road Interchange project that was deleted from the original project.
- e. At a minimum, the Midland Area Community Foundation will bid out this portion of the project and, using the original project plans, complete the new park and ride lot to MDOT's satisfaction, including additional landscaping, for a minimum value of \$366,500, which includes only construction costs. All work will be completed in compliance with MDOT's permit requirements and Standard Specifications for Construction. This will be an MDOT-owned park and ride lot.
- f. The Midland Area Community Foundation has received an assignment for a Right of First Refusal from Earl D. Bennett Construction, Inc., which will clear the title.

The contract will be in effect from the date of award through five years. The estimated total cost of the project to be completed by the Midland Area Community Foundation is \$366,500. Source of Funds: State Restricted Trunkline Funds (Property Value) - \$460,500 and, as a mutual exchange, City of Midland Funds - \$94,000 and Midland Area Community Foundation Funds - \$366,500.

Purpose/Business Case: To obtain cooperation between the City of Midland, the Midland Area Community Foundation, and MDOT in order to complete a portion of a highway construction project.

Benefit: The contract will benefit public transportation by completing the highway project at a cost savings to the taxpayers.

Funding Source: State Restricted Trunkline Funds (Property Value) - \$460,500 and, as a mutual exchange, City of Midland Funds - \$94,000 and Midland Area Community Foundation Funds - \$366,500.

Commitment Level: Excess property is appraised for market value and the minimum sale price is based on the appraised value.

Risk Assessment: Without this contract, MDOT would not be able to complete the project at this time.

Cost Reduction: The project involves a mutual exchange of value for excess property and project costs incurred.

Zip Code: 48640

17. HIGHWAYS - IDS Engineering Services

Contract (2004-0745) between MDOT and Krech Ojard & Associates will provide for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

18. HIGHWAYS - IDS Engineering Services

Contract (2004-0747) between MDOT and TTL Associates, Inc., will provide for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

19. *HIGHWAYS - Intelligent Transportation Society of Michigan Dues

Contract (2004-0750) between MDOT and the Intelligent Transportation Society (ITS) of Michigan will provide funding for MDOT's share of ITS Michigan dues for the period of October 1, 2004, through October 1, 2006. The mission of ITS Michigan is to improve transportation by promoting research, deployment, and operation of intelligent transportation systems through leadership and partnerships with public, private, educational, and consumer stakeholders.. The grant will be in effect from October 1, 2004, through October 1, 2006. The total grant amount will be \$172,100. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Payment of the membership fee will provide support to ITS Michigan to ensure they are able to achieve their mission to improve transportation by promoting research, deployment, and operation of intelligent transportation systems through leadership and partnerships with public, private, educational, and consumer stakeholders.

Benefit: MDOT and the state must maintain partnerships with transportation interest groups, advocacy organizations, and other interested parties to ensure inclusive planning and design processes. Membership support helps maintain that partnership.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This is a grant for FY 2005 and 2006 support.

Risk Assessment: The majority of the funds are used for the independent administration and operation of ITS Michigan activities. Without this support, ITS Michigan would be dependent on volunteers to coordinate these efforts.

Cost Reduction: Each year, ITS Michigan will evaluate what membership contributions are needed. MDOT participates in that evaluation and will focus on keeping costs reduced.

New Project Identification: Not a new project.

Zip Code: 48909.

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5337) between MDOT and Western Michigan University will provide for funding participation in the following improvements:

Widening and resurfacing work on Ottawa Street between Oakland Avenue and the Health and Human Services Building.

Estimated Funds:

Michigan Institutional Roads Funds	\$250,000
Western Michigan University Funds	<u>\$ 0</u>
Total Funds	<u>\$250,000</u>

MIR 39997 - 79948; Kalamazoo County
Local Letting

Purpose/Business Case: To provide for the resurfacing of University Road.

Benefit: Will provide for improved roads on University campus.

Funding Source: Michigan Institutional Roads Funds.

Commitment Level: 100% state, up to \$250,000.

Risk Assessment: Future repairs at higher costs would be necessitated.

Cost Reduction: Low bid by Western Michigan University, capped at \$250,000.

New Project Identification: Widening and resurfacing work on existing roadway.

Zip Code: 49008.

21. HIGHWAYS - Cost Participation for Local Agency Signal Retiming
Contract (2004-5346) between MDOT and the Road Commission for Oakland County will provide for participation in the following activities:

Signal retiming along state trunkline highways throughout Oakland County, including computer programming and the replacement or upgrading of timers and controllers.

Estimated Funds:

Federal Highway Administration Funds	\$1,813,838
State Restricted Trunkline Funds	\$ 0
Road Commission for Oakland County Funds	<u>\$ 0</u>
Total Funds	<u>\$1,813,838</u>

CMG 63900 – 59198
No Letting

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation, annual electrical power usage, and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interests.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices..

Funding Source: Federal Highway Administration Funds.

Commitment Level: 100% federal funds.
Risk Assessment: Loss of federal funding for the project activities.
Cost Reduction: Fixed costs as shown on the cost agreement.
New Project Identification: Upgrading of existing electronic devices.
Zip Code: 48025.

22. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5393) between MDOT and the Isabella County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 37-07-10, which carries South County Line Road over the north branch of the Pine River, Section 35, T13N, R5W, Fremont Township, Isabella County, Michigan; the reconstruction of the approaches to the structure for approximately 248 feet westerly and 248 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$219,200
State Restricted Trunkline Funds	\$ 41,100
Isabella County Road Commission Funds	<u>\$ 13,700</u>
Total Funds	<u>\$274,000</u>

BRO 37007 - 56542
Letting of 9/10/2004

Purpose/Business Case: To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Isabella County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Isabella County Road Commission; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 48896.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5396) between MDOT and the Isabella County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

Reconstruction work along Winn Road from South County Line Road to Coe Road, including earthwork, subbase, aggregate base, base crushing and shaping, hot mix asphalt paving, paved shoulder, aggregate shoulder, drainage, curb and gutter, guardrail, turf establishment, and pavement marking work.

PART B

The performance of construction engineering and inspection services for the reconstruction work along Winn Road from South County Line Road to Coe Road.

Estimated Funds:

PART B

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$10,500	\$(10,500)	\$ 0
Federal Highway Administration Funds	\$19,450	\$ 0	\$19,450
State Restricted Economic Development Funds	\$ 8,950	\$(8,950)	\$ 0
Isabella County Road Commission Funds	<u>\$ 0</u>	<u>\$19,450</u>	<u>\$19,450</u>
Total Funds	<u>\$38,900</u>	<u>\$ 0</u>	<u>\$38,900</u>

EDDF 37555 - 76579
Amendment

The purpose of this amendment is to separate the contracted work from the construction engineering work so that the construction engineering work can be properly funded. Costs for construction engineering are not reimbursable with Transportation Economic Development Category D Funds or Federal Highway Administration Funds being used in lieu of Transportation Economic Development Category D Funds. Therefore, these funds are being removed for that portion of the work.

Purpose/Business Case: To amend the original contract to separate the contracted work from the construction engineering work to properly fund the construction engineering costs with Federal Surface Transportation Funds and Isabella County Road Commission Funds.

Benefit: Costs for construction engineering will be funded by the appropriate sources.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Isabella County Road Commission Funds.

Commitment Level: 77% federal, 23% state for Part A; 50% federal, 50% Isabella County Road Commission for Part B; based on estimate

Risk Assessment: Without the amendment, the appropriate funding sources would not be used for the construction engineering work.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for improvement of existing roadway.)

Zip Code: 48883.

24. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5397) between MDOT and the Sanilac County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 74-05-16, which carries Nicol Road over the Black River Drain, Sections 1 and 12, T12N, R14E, Custer Township, Sanilac County, Michigan; the reconstruction of the approaches to the structure for approximately 459 feet westerly and 212 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$375,300
State Restricted Trunkline Funds	\$ 70,400
Sanilac County Road Commission Funds	\$ 23,400
Total Funds	<u>\$469,100</u>

BRO 74005 - 53439

Letting of 9/10/2004

Purpose/Business Case: To replace a structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Sanilac County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Sanilac County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 48427.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5402) between MDOT and the Gogebic County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Rehabilitation work along East Shore Road from approximately 0.19 miles north of Stagecoach Road northerly 2.56 miles, including base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 90,800
Federal Highway Administration Funds	\$ 6,800
State Restricted Economic Development Funds	\$ 84,000
Gogebic County Road Commission Funds	\$ 45,400
Total Funds	<u>\$227,000</u>

EDDF 27555 - 80128
Letting of 9/10/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Gogebic County Road Commission Funds.

Commitment Level: 43% federal, 37% state, 20% Gogebic County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway .

Zip Code: 49947.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5407) between MDOT and the City of Three Rivers will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along Broadway Street from the west city limits to Eighth Street, including subgrade, subbase, hot mix asphalt pavement, storm sewer, and curb and gutter work.

Estimated Funds:

State Restricted Economic Development Funds	\$ 375,000
City of Three Rivers Funds	<u>\$1,543,000</u>
Total Funds	<u>\$1,918,000</u>

EDF 78566 – 77745; St. Joseph County
Amendment

The purpose of this amendment is to provide for a correction in the state funding participation ratio from 20 percent to 21 percent resulting from a calculation error. The maximum amount of state funding remains unchanged at \$375,000.

Purpose/Business Case: To amend original contract to correct the participation ratio for State Transportation Economic Development Funding from 20 percent to 21 percent. The maximum amount of State Transportation Economic Development Funding remains unchanged at \$375,000.

Benefit: Will correct a calculation error in the state funding participation ratio.

Funding Source: State Transportation Economic Development Funds and the City of Three Rivers Funds.

Commitment Level: 21% state up to \$375,000 and the balance by the City of Three Rivers; based on estimate.

Risk Assessment: With amendment, MDOT will correct the funding participation percentage that resulted from a calculation error.

Cost Reduction: N/A. (Original was for low bid.)

New Project Identification: N/A. (Original was for improvement of existing roadway.)

Zip Code: 49093.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5413) between MDOT and Iron County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along County Road 424 from the east village limits of Alpha northeasterly to Highway US-2/US-141, including base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, guardrail, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 158,100
State Restricted Economic Development Funds	\$ 39,500
Iron County Road Commission Funds	\$ 49,400
Total Funds	<u>\$247,000</u>

EDDF 36555 - 54654
Letting of 9/10/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, State Transportation Economic Development Funds, and Iron County Road Commission Funds.

Commitment Level: 64% federal, 16% state, 20% Iron County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49902.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5448) between MDOT and the Chippewa County Road Commission will provide for participation in the following improvements:

Rehabilitation work along East Shore Road from 1½ Mile Road northerly approximately 0.8 miles, including clearing, subbase, aggregate base, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$74,800
Chippewa County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,500</u>

STL 17070 - 76692
Local Force Account

Purpose/Business Case: To preserve and extend life of roadway.
Benefit: Will improve and extend life of roadway.
Funding Source: Federal Surface Transportation Program Funds and Chippewa County Road Commission Funds.
Commitment Level: 80% federal, 20% Chippewa County Road Commission.
Risk Assessment: Contract required in order for County to receive these federal funds.
Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.
New Project Identification: Improvement of existing roadway.
Zip Code: 49783.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5451) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Rehabilitation work along East Lake Road from Charles Moran Road northerly approximately 0.51 miles, including aggregate base, geogrid reinforcement, triple chip seal, ditch cleanout, erosion control, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$70,600
Mackinac County Road Commission Funds	<u>\$17,600</u>
Total Funds	<u>\$88,200</u>

STL 49055 - 77523
 Local Force Account

Purpose/Business Case: To preserve and extend life of roadway.
Benefit: Will improve and extend life of roadway.
Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.
Commitment Level: 80% federal, 20% Mackinac County Road Commission.
Risk Assessment: Contract required in order for County to receive these federal funds.
Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.
New Project Identification: Improvement of existing roadway.
Zip Code: 49760.

30. HIGHWAYS – Memorandum of Understanding for Right-of-Way Acquisition
Memorandum of Understanding (2004-5454) between MDOT, the Michigan Department of Natural Resources, and the Mackinac Island State Park Commission will provide for participation in the following Transportation Enhancement improvements:

The acquisition of a parcel of property known as Lundgren Bluff adjacent to Highway M-185 along the west side of Mackinac Island in order to ensure protection from private development.

Estimated Funds:

Federal Highway Administration Funds	\$112,900
Michigan Department of Natural Resources Funds	<u>\$ 28,225</u>
Total Funds	<u>\$141,125</u>

STE 49001 – 72625B; Mackinac County
Right-of-Way Acquisition

Purpose/Business Case: To purchase property to ensure protection from private development.

Benefit: Will maintain scenic vistas on one of Michigan's major tourist attractions.

Funding Source: Federal Transportation Enhancement Activities Funds and Michigan Department of Natural Resources Funds.

Commitment level: 80% federal up to \$112,900 and the balance by Michigan Department of Natural Resources; based on estimate.

Risk Assessment: Possible development of parcels.

Cost Reduction: Negotiations with property owners using approved procedures.

New Project Identification: New acquisition of right-of-way.

Zip Code: 49757.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5455) between MDOT and the Village of Decatur will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Williams Street from Sherwood Street southerly approximately 4200 feet, including storm sewer, concrete curb and gutter, hot mix asphalt pavement, restoration, and pavement marking work.

Estimated Funds:

State Restricted Economic Development Funds	\$550,000
Village of Decatur Funds	\$ 78,000
Total Funds	<u>\$628,000</u>

Transportation Economic Development Category A projects require a 20 percent local match. The local match on this project, which is estimated to be \$185,000, will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

EDA 80522 – 78474; Van Buren County

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Village of Decatur Funds.

Commitment Level: 88% state up to \$550,000 and the balance by Village of Decatur; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49045.

32. MULTI-MODAL - Railroad Force Account Work

Authorization (82099-73750) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the relocation of existing active warning devices and the installation of new side-of-street flashers with 12” lenses, half-roadway gates, and appropriate activation circuitry at the CSX-controlled grade crossing of Dearborn Avenue in the city of Detroit, Michigan. This work, to be done as part of MDOT’s annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the City of Detroit and approved on January 16, 2003. The total cost of the project is estimated at \$307,383. Source of Funds: Federal Highway Administration Funds - \$153,691.50; FY 2004 State Restricted Trunkline Funds - \$153,691.50.

Purpose/Business Case: The project will provide for the relocation of existing devices and the installation of new side-of-street flashers with 12” lenses, half-roadway gates, and appropriate activation circuitry at the grade crossing of Dearborn Avenue in the city of Detroit, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

* Denotes a non-standard contract/amendment

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The relocation and installation of new active warning devices was determined to be necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$153,691.50; FY 2004 State Restricted Trunkline Funds - \$153,691.50.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: The existing active warning devices do not fully meet all current guidelines. The relocation of the devices, installation of new 12" lenses, and upgrade of timing circuitry will provide better and more consistent notification when trains are approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Detroit.

New Project Identification: This project will improve safety and enhance the level of warning by relocating and installing new active side-of-street flashing-light signals with 12" lenses, half-roadway gates, and appropriate activation circuitry.

Zip Code: 48209.

33.-40. MULTI-MODAL - Transportation to Work

The following Project Authorizations under Master Agreements between MDOT and the following agencies will provide funding for enhanced public transportation services as requested for Transportation to Work clients. Funds will be provided for both operating and capital costs. MDOT will provide 100 percent of the capital costs and 50 percent of the operating costs. The Family Independence Agency (FIA) and the Michigan Department of Labor and Economic Growth (MDLEG) will together provide 50 percent of the operating costs. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The total amount of the authorizations will be \$1,504,526. The term of the master agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$799,463; FIA Funds - \$431,294; MDLEG Funds - \$273,769.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDLEG</u>	<u>FIA</u>	<u>Total</u>
33.	2002-0003/Z12	Allegan County Bd. of Comm.	69,925	39,950	29,975	139,850
34.	2002-0018/Z11	Berrien County Bd. of Comm.	177,500	48,750	128,750	355,000
35.	2002-0024/Z18	Capital Area Transportation Auth.	50,000	25,000	25,000	100,000
36.	2002-0040/Z11	Grand Haven, City of	85,000	17,500	67,500	170,000
37.	2002-0066/Z20	Mass Transportation Authority (Genesee County)	190,314	95,157	95,157	380,628
38.	2002-0089/Z11	Thunder Bay Transportation Corp. (Oscoda County)	54,000	5,000	5,000	64,000
39.	2002-0092/Z11	Van Buren County Bd. of Comm.	100,000	31,250	68,750	200,000
40.	2002-0693/Z8	St. Joseph County Transp. Authority	72,724	11,162	11,162	95,048

Purpose/Business Case: To provide FY 2005 funding for enhanced public transportation services as requested for Transportation to Work clients.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$799,463; Family Independence Agency Funds - \$431,294; Michigan Department of Labor and Economic Growth Funds - \$273,769.

* Denotes a non-standard contract/amendment

Commitment Level: Authorizations are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: Provides for continuation of services currently being provided.

Zip Code: 48909.

41.-58. MULTI-MODAL - Specialized Services

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide 100 percent state funding for the FY 2005 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems operating in counties and cities with unmet transit needs for the elderly and people with disabilities. Reimbursement will be based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$.29 per vehicle mile for volunteer drivers. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The total amount of the authorizations will be \$2,913,795. The terms of the master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$2,913,795.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
41.	2002-0003/Z13	Allegan County Board of Commissioners	\$ 90,266
42.	2002-0005/Z8	Alpena, City of	131,732
43.	2002-0007/Z14	Ann Arbor Transportation Authority (Washtenaw County)	149,592
44.	2002-0013/Z11	Battle Creek, City of (Calhoun County)	78,353
45.	2002-0014/Z26	Bay Metropolitan Transportation Authority (Bay County)	117,106
46.	2002-0024/Z19	Capital Area Transportation Authority (Ingham County)	69,525
47.	2002-0033/Z17	Detroit, City of (Wayne County)	319,554
48.	2002-0037/Z4	Friendship Centers of Emmet County	78,852
49.	2002-0040/Z12	Grand Haven, City of (Ottawa County)	92,591
50.	2002-0049/Z21	Interurban Transit Partnership (Kent County)	391,905
51.	2002-0056/Z11	Kalamazoo County Board of Commissioners	103,697
52.	2002-0060/Z13	Livingston County Board of Commissioners	50,639
53.	2002-0066/Z23	Mass Transportation Authority (Genesee County)	259,506
54.	2002-0072/Z10	Muskegon County Board of Commissioners	55,405
55.	2002-0082/Z13	Saginaw Transit Authority Regional Services	83,682
56.	2002-0086/Z16	Shiawassee Area Transportation Agency (Shiawassee County)	66,300
57.	2002-0088/Z21	Suburban Mobility Authority for Regional Transportation (Southeast Michigan)	666,435
58.	2002-0091/Z9	Upper Peninsula Community Services, Inc. (Dickinson County)	108,655

Purpose/Business Case: To provide operating assistance for coordinated transportation services for the elderly and people with disabilities.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$2,913,795.

Commitment Level: Authorizations are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: Provides for continuation of services already being provided.

Zip Code: 48909.

59. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z10/R2) under Master Agreement (2002-0006) between MDOT and the ALTRAN Transit Authority, in Alger County, will add a line item for the purchase of up to two vans and will move \$3,900 from the trolley rehabilitation line item to the new line item. Additional vans are needed for the agency's fleet, and we had been unable to fund them previously. The original authorization provides state matching funds for ALTRAN's FY 2003 Section 5311 Nonurbanized Area Formula Capital Program. The authorization term remains unchanged, November 25, 2003, through November 24, 2006. The authorization amount remains unchanged at \$225,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$180,000; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$44,594; ALTRAN Funds - \$406.

Purpose/Business Case: To provide for the addition a line item for the purchase of up to two vans by reducing the amount designated for trolley rehab.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$180,000; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$44,594; ALTRAN Funds - \$406.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a revision to an existing project.

Zip Code: 49862.

60. MULTI-MODAL - CMAQ Program

Project Authorization (Z8) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for the BWATC's FY 2004 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to three small replacement buses. The authorization will be in effect from July 7, 2004, through July 6, 2007. The project authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$795,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$636,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$159,000.

Purpose/Business Case: To provide state matching funds for the purchase of up to three small replacement buses.
Benefit: Will increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$636,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$159,000.
Commitment Level: Authorization is based on cost estimates.
Risk Assessment: The risk of not awarding this authorization is that federal funds will be lost.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: This is a new project for replacement buses.
Zip Code: 48060.

61. *MULTI-MODAL - Project Completion Extension

Amendatory Contract (2002-0663/A1) between MDOT and the Consolidated Rail Corporation (Conrail) will retroactively extend the project completion period by three months, through December 13, 2004, to allow sufficient time for completion of the construction phase of the project at the Livernois Yard Terminal. Conrail is requesting this extension since there is still a considerable amount of work to accomplish and to allow for unforeseen delays. The original contract provides financial assistance in the form of a loan for the development and expansion of the Livernois Yard Intermodal Terminal in Detroit. The estimated project cost remains unchanged at \$10,100,000. MDOT's loan is \$4,500,000, or up to 50 percent of the project cost. The contract term remains unchanged, from September 13, 2002, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$4,500,000; Consolidated Rail Corporation Funds - \$5,600,000.

Purpose: To extend the project completion date by three months to allow sufficient time for completion of the construction phase to develop and expand the Livernois Yard Terminal in Detroit.
Benefit: This amendment will provide Conrail the additional time needed to complete the construction phase at the Livernois Yard Terminal. This project will provide a state of the art facility to accommodate increased intermodal traffic and will promote economic development in the city of Detroit.
Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$4,500,000; Conrail Funds - \$5,600,000.
Commitment Level: Contract amount is based on cost estimates.
Risk Assessment: The risk of not awarding this amendment is that improvements to the Livernois Yard Terminal may not be completed.
Cost Reduction: The construction work was competitively bid and awarded to the lowest bidder.
New Project Identification: This is an amendment to an existing project.
Zip Code: 48209.

62. MULTI-MODAL - Change in Services

Amendatory Contract (2003-0548/A1) between MDOT and the Oscoda County Area Transit Specialists (OCATS) will add a line item for computer equipment and move \$1,500 from building improvements to the new computer equipment line item. OCATS has requested the change due a more immediate need to replace computer equipment. The original contract provides state matching funds for OCATS FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program. The contract term remains unchanged, August 19, 2003, through August 18, 2006. The contract amount remains unchanged at \$33,230. Source of Funds: Federal Transit Administration Funds - \$26,584; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$6,646.

Purpose/Business Case: To provide for the addition of a line item and the transfer of funds to allow the transit agency to purchase new computer equipment.
Benefit: Improved efficiency in office operations, recordkeeping, and reporting.

Funding Source: Federal Transit Administration Funds - \$26,584; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$6,646.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving this amendment are the loss of federal funds and the loss of improvements to the system infrastructure.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48647.

63. ***MULTI-MODAL - Project Completion Extension**

Amendatory Contract (2004-0240/A1) between MDOT, T&M Partners, LLC, and Depot Enterprise, LLC, will extend the project completion period by six months, through January 16, 2006, to allow sufficient time for completion of the construction phase of the project at the Depot Enterprise, LLC, facility. The extension is being requested as this project is also receiving funding under the Michigan Rail Loan Assistance Program, which contract allows for a project completion period through January 16, 2006. This amendment will permit the two contracts to be consistent with regard to the project completion date. The extension is also being requested due to the large size of the project. The original contract provides financial assistance in the form of a loan for the construction of a 2,700 foot railroad spur track to serve the Depot Enterprise, LLC, facility. The estimated project cost remains unchanged at \$322,675. MDOT's loan is \$161,337.50, or up to fifty percent of the project cost. The contract term remains unchanged, from July 16, 2004, until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully repaid. Source of funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$161,337.50; T&M Partners, LLC, and Depot Enterprise, LLC, Funds - \$161,337.50.

Purpose: To extend the project completion period by six months to allow sufficient time for completion of the construction phase of the project at the Depot Enterprise, LLC, facility.

Benefit: This amendment will allow for the additional time needed to complete the construction phase of this project. When completed, the project will allow for lower freight costs and for expansion to the area. The benefit to the public will be the reduction of truck traffic, improved safety along the state's roadways, and the creation of three new positions within the city of Wayland.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$161,337.50; T&M Partners, LLC, and Depot Enterprise, LLC, Funds - \$161,337.50.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that the railroad spur track may not be completed as planned.

Cost Reduction: The project work will be competitively bid and will be awarded to the lowest bidder.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49315.

64. *MULTI-MODAL - Section 5311 Capital Revenue Grant

Contract (2004-0419) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$3,607,072 in FY 2004 Section 5311 Nonurbanized Area Formula Capital Program funds (Economic Development Fund - Category D, Small Cities 5,000-50,000, and Surface Transportation Program) for vehicle purchases and leases, equipment and facility projects and intercity bus activities. State matching funds in the amount of \$1,907,498 will be provided, for a total grant amount of \$5,514,570. The grant will be in effect from the effective date of the federal grant through three years. The grant may be retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board on October 6, 1992, from the State Administrative Board retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$3,607,072; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$1,907,498.

Purpose/Business Case: To provide federal funding for vehicle purchases and leases, equipment and facility projects, and intercity bus activities.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,607,072; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$1,907,498.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not awarding this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: These are new projects.

Zip Code: 48909.

65. *MULTI-MODAL - Section 5310 Revenue Grant

Contract (2004-0437) between MDOT and the Federal Transit Administration will provide for a grant of \$3,131,611 in FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program funds to the state for the purchase of transportation vehicles and vehicle-related equipment for twenty-one private, nonprofit organizations and four public transit agencies. State matching funds in the amount of \$782,903 will be provided, for a total grant amount of \$3,914,514. The grant will be in effect from the effective date of the federal grant through three years. The grant may be retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$3,131,611; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$782,903.

Purpose/Business Case: To provide for the purchase of transportation vehicles and vehicle-related equipment for twenty-one private, nonprofit organizations and four public transit agencies under the FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,131,611 (includes \$202,560 in transferred TEA-21 Flexible Funds); FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$782,903.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 48909.

66. *MULTI-MODAL - Section 5309 Revenue Grant

Contract (2004-0493) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,561,055 in FY 2004 Federal Section 5309 Capital Discretionary Program funds to the state for the purchase of property and for facility construction for the Bay Area Transportation Authority in Traverse City. State matching funds in the amount of \$390,264 will be provided, for a total contract amount of \$1,951,319. The grant will be in effect from the effective date of the federal grant through three years. The grant may be retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$1,561,055; FY 2002 State Restricted Comprehensive Transportation Funds - \$390,264.

Purpose/Business Case: To provide federal funding for the purchase of property and for facility construction under the FY 2004 Federal Section 5309 Capital Discretionary Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,561,055; FY 2002 State Restricted Comprehensive Transportation Funds - \$390,264.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 48909.

67. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0587) between MDOT and the City of Belding will provide a lump sum incentive payment in exchange for the City's action to close Pleasant Street at its grade crossing with the Mid-Michigan Railroad in the city of Belding. This work will enhance motorist safety by eliminating a location for potential conflicts between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$50,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$50,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Pleasant Street at the railroad tracks will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for this closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$50,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the City of Belding's decision to close the street. Failure to provide this funding would jeopardize the closure and its public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure. The project funding can be used for any transportation-related purpose.

Zip Code: 48809.

68. ***MULTI-MODAL - Port Authority Operating Assistance**
 Contract (2005-0002) between MDOT and the Detroit/Wayne County Port Authority will provide funding to help finance the Authority's FY 2005 operations. This funding is provided under the provisions of 1978 PA 639. The contract will be in effect from October 1, 2004, through September 30, 2005. The total contract amount will be \$500,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$500,000.
- Purpose/Business Case:** To provide financial assistance to the Authority pursuant to 1978 PA 639 for the FY 2005 operations.
- Benefit:** Enhanced economic development opportunities for the City of Detroit, Wayne County, and the state of Michigan through the use of all transportation modes to move goods and through the promotion and development of the transportation, industrial, recreational, and commercial facilities within the Authority's jurisdiction for the benefit of the citizens of the entire state of Michigan.
- Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$500,000.
- Commitment Level:** The contract is based on cost estimates and is limited to the line-item appropriation amount.
- Risk Assessment:** Not undertaking this project would reduce the economic benefits to the city, county, and state from domestic and foreign trade that comes through the Port of Detroit.
- Cost Reduction:** In accordance with the provision of PA 639 of 1978, MDOT can only match the total of equal shares (25%) contributed by the city and county, for a total MDOT match of 50% of the budget up to \$500,000.
- New Project Identification:** This is a new contract for a continuing project.
- Zip Code:** 48214.
69. ***MULTI-MODAL (Aeronautics) - Time Extension**
 Amendatory Contract (98-0775/A3) between MDOT and the Capital Region Airport Authority (CRAA) will retroactively extend the contract term by one year in order to allow sufficient time for the airport to receive and install a regional jetway at the Capital City Airport in Lansing, Michigan. The original contract provides a grant for the purchase of equipment (covered walkways) under the Michigan Air Service Grant Program. The original contract expired on September 10, 2004. The revised term will be September 11, 2004, through September 10, 2005. The contract amount remains unchanged at \$160,000. Source of Funds: State Restricted Aeronautics Funds - \$80,000; CRAA Funds - \$80,000.
- Purpose/Business Case:** The project includes the purchase and installation of a regional jetway at the Capital City Airport. This amendment will provide the additional time needed for the delivery and installation of the equipment, which is expected to be received on November 1, 2004.
- Benefit:** This time extension will allow the contract to remain open until the equipment is received and installed and final payment is made.
- Funding Source:** State Restricted Aeronautics Funds - \$80,000; CRAA Funds- \$80,000; Contract Total - \$160,000.
- Commitment Level:** Actual costs are reimbursed up to the maximum of the contract.
- Risk Assessment:** The risk of not awarding the amendment is that the airport sponsor would not be able to purchase and install the equipment, as the sponsor cannot afford the cost without state participation.
- Cost Reduction:** There is no increase in funding.
- New Project Identification:** This is an amendment to an existing contract.
- Zip Code:** 48906.

70. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0570/A1) between MDOT and the City of Charlevoix will increase the contract amount by \$45,000 in order to allow for higher than anticipated construction costs and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of a parking lot and the installation of lighting at the Charlevoix Municipal Airport in Charlevoix, Michigan. The revised contract term will be August 20, 2003, through August 19, 2023. The revised total contract amount will be \$947,300. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$812,070	\$40,500	\$852,570
City of Charlevoix Funds	\$ 90,230	\$ 4,500	\$ 94,730
Total	<u>\$902,300</u>	<u>\$45,000</u>	<u>\$947,300</u>

Purpose/Business Case: The original contract includes the construction of a parking lot and the installation of lighting. The increase in the amount is due to higher than anticipated construction costs. The time extension is needed in order to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The parking lot will be a source of revenue for the airport; it will also improve long-term parking. The lighting is a safety enhancement.

Funding Source: State Restricted Aeronautics Funds - \$852,570; City of Charlevoix Funds - \$94,730; Contract Total - \$947,300.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the contract is that the parking lot and lighting project will not be completed.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49720.

71. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2004-0423) between MDOT and the Dickinson County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Dickinson County Board of Commissioners - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focuses on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; Dickinson County Board of Commissioners - \$2,778; Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities (marketing/advertising) would not be undertaken by the local airport, as it could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these projects. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is a new airport awareness project under the Air Service Program.

Zip Code: 49801.

72. MULTI-MODAL (Aeronautics) - Design of Runway Rehabilitation

Contract (2004-0749) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for the design of the rehabilitation of runway 10/28, including the lighting, windcone, and segmented circle at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$47,067; State Restricted Aeronautics Funds - \$2,466; St. Clair County Funds - \$2,467; Contract Total - \$52,000.

Purpose/Business Case: The project will provide the technical drawings and specifications to bidders for the rehabilitation of runway 10/28.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$47,067; State Restricted Aeronautics Funds - \$2,466; St. Clair County Funds - \$2,467; Contract Total - \$52,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and additional cost reductions.

New Project Identification: This is for rehabilitation of an existing facility.

Zip Code: 48074.

73. *MULTI-MODAL (Aeronautics) - Airport Workshops and Training Programs

Contract (2004-0751) between MDOT and the Michigan Association of Airport Executives (MAAE) will provide for a grant under the Airports Program for the conduct of workshops and other training programs as agreed upon by MDOT's project manager. Topics may include, but are not limited to, legislative issues affecting local airports, aviation safety issues, training for fuel handlers, federal storm water regulations, Michigan Aeronautics Commission procedures and guidelines, and other related subjects. The contract will be in effect from the date of award through one year. The contract amount will be \$10,000. Source of Funds: 100% State Restricted Aeronautics Funds.

Purpose/Business Case: To provide for educational workshops and other training programs for Michigan airport personnel.

Benefit: Increased awareness of safety and security issues at Michigan airports, as well as a better understanding of legislative and procedural issues.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: Contract cost is based on an estimate with no fixed cost.

Risk Assessment: The risk of not conducting these workshops and/or training programs is an increase in safety-related incidents at Michigan airports. In addition, reduced legislative awareness increases the likelihood of losing federal funding for airport improvements.

Cost Reduction: In FY 2002, the contract amount was \$24,000. In FY 2003, the contract amount was lowered to \$20,000. In FY 2005, as proposed, the contract amount is further reduced to \$10,000. (Note: There was no FY 2004 contract.)

New Project Identification: This is a training project.

Zip Code: 49855.

* Denotes a non-standard contract/amendment

74. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0762) between MDOT and Eagle II Properties, LLC, will provide state grant funds for airport pavement marking at the Garland Airport in Lewiston, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Eagle II Properties, LLC, Funds - \$1,500; Contract Total - \$3,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the center and edges of runways, taxiways, and aprons and indicates where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$1,500; Eagle II Properties, LLC, Funds - \$1,500; Contract Total - \$3,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the airport sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48327.

75. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0763) between MDOT and Eagle II Properties, LLC, will provide state grant funds for airport crack sealing at the Garland Airport in Lewiston, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$10,000; Eagle II Properties, LLC, Funds - \$10,000; Contract Total - \$20,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. Providing for this maintenance reduces future repair and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$10,000; Eagle II Properties, LLC, Funds - \$10,000; Contract Total - \$20,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the airport sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48327.

76. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0764) between MDOT and the Wayne County Airport Authority (WCAA) will provide state grant funds for airport pavement marking at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons and shows aircraft where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports to paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000; Contract Total - \$10,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the airport sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48198.

77. TRANSPORTATION PLANNING - IDS Cultural Resource Studies

Contract (2004-0761) between MDOT and Gray & Pape will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, restricted state, or local funds, depending on the particular project authorized.

STATE PROJECTS

Partial painting of structural steel, beam end repair, substructure repair and maintaining traffic on US-131 northbound and southbound over KL Avenue and the Amtrak Railroad in Oshtemo Township, Kalamazoo County.

3 Bidders

Zip Code: 49077.

79. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409003
 PROJECT BHI 69014-76287
 LOCAL AGRMT.
 START DATE - APRIL 04, 2005
 COMPLETION DATE - JUNE 24, 2005

ENG. EST.	LOW BID
\$ 315,521.03	\$ 296,076.65
% OVER/UNDER EST.	
	-6.16 %

Deep concrete overlay, joint replacement, substructure repair and minor approach work on I-75 under Mill Street (Old US-27) in the village of Vanderbilt, in the township of Corwith, Otsego County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 404,580.75	Same	4
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 296,076.65	Same	1 **
Midwest Bridge Company	\$ 394,001.71	Same	3
Miller Development, Inc.			
Anlaan Corporation	\$ 341,249.33	Same	2
Prince Bridge & Marine, LTD			

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

76287A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49795.

80. LETTING OF SEPTEMBER 10, 2004 ENG. EST. LOW BID
 PROPOSAL 0409004 \$ 1,730,034.61 \$ 1,524,556.58
 PROJECT IM 82022-75797, ETC
 LOCAL AGRMT. 04-5373, 04-5374, 04-5375 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2007 -11.88 %

12.27 mi of landscaping enhancement with decorative lighting in the I-94 median from west of Inkster Road to Beech Daly Road and eight bridges including I-94 at Southfield Freeway, River Rouge, Michigan Avenue, Lonyo Avenue, Livernois Avenue, West Grand Boulevard, Grand River Avenue, and the Brooklyn pedestrian bridge in the cities of Romulus, Taylor, Allen Park, Dearborn, and Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 1,712,700.00	Same	2
Marine City Nursery Company	\$ 1,524,556.58	Same	1 **
Posen Construction, Inc.	\$ 1,906,752.38	Same	6
Tri-Valley Landscaping, Inc.	\$ 1,991,419.00	Same	7
Anderson-Fischer & Associates, Inc.	\$ 1,812,455.00	Same	5
Landmark Services, Inc.	\$ 1,742,294.24	Same	4
WH Canon, Inc.	\$ 1,719,800.05	Same	3

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of the Transportation Enhancement Program and roadside landscaping. The Transportation Enhancement Program (included in TEA-21), sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds are not used to build or repair roads. The roadside landscaping part of this project will provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, and wetland mitigation areas. The landscaping will replace vegetation and dead plant material cause by construction of the new roadways and mitigate the loss of wetlands (replacing vegetation that was damaged due to improvement projects). Landscaping will enhance streetscapes and improve the quality of life.

Benefit: The benefits arrived from this project will be to provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

Funding Source:

75797A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.11 %
City of Taylor	0.89 %
75807A	
City of Allen Park	0.39 %
City of Dearborn	0.53 %
City of Detroit	1.42 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	17.66 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

* Denotes a non-standard contract/amendment

Risk Assessment: Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward. Loss of Federal funds is also a concern. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction.

Zip Code: 48180.

81. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409005 ENG. EST. LOW BID
 \$ 4,096,421.81 \$ 4,093,185.65
 PROJECT BI04 52061-47790, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 18, 2005 -0.08 %

11.23 mi of hot mix asphalt crushing and shaping, drainage and safety improvements, and passing lane construction on M-28 from the intersection of US-41 easterly to the Alger County line, Chocoday Township, Marquette County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 4,305,480.55	Same	2
Mathy Construction Company			
Payne & Dolan, Inc.	\$ 4,093,665.65	\$ 4,093,185.65	1 **
H & D, Inc.	\$ 4,634,123.99	Same	3

3 Bidders

Purpose/Business Case: This project combines the Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Passing Relief Lane Program that provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways. The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The passing lane relief will reduce congestion and improve highway operations US-41.

Funding Source:

47790A

State Restricted Trunkline Funds 100 %

59130A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Reduced safety, increased vehicle maintenance, and operational costs to the motoring public. There is also a greater risk of accidents and injuries due to lack of vehicle lane passing.

Cost Reduction: Reduced roadway maintenance costs. Reduced motorists operating costs with increased safety, efficiency, and capacity.

New Project Identification: Rehabilitation.

Zip Code: 49855.

* Denotes a non-standard contract/amendment

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82. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409006
 PROJECT BI04 76062-75612
 LOCAL AGRMT.
 START DATE - MAY 09, 2005
 COMPLETION DATE - AUGUST 24, 2005

ENG. EST.
 \$ 1,586,044.60

LOW BID
 \$ 1,450,807.25

% OVER/UNDER EST.
 -8.53 %

2.56 mi of hot mix asphalt cold milling and resurfacing with minor widening, drainage improvements, and guardrail upgrade on M-21 from Gould Street easterly to Sylvia Drive, in the city of Corunna, Caledonia Township, Shiawassee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Rieth-Riley Construction Co., Inc.	\$ 1,662,236.19	Same	4
Michigan Paving & Materials Co.	\$ 1,450,807.25	Same	1 **
Ace Asphalt & Paving Co.	\$ 1,636,523.40	Same	3
Lois Kay Contracting Co.			
C & D Hughes, Inc.	\$ 1,523,907.82	Same	2
Pyramid Paving & Contracting	\$ 2,249,524.91	Same	5

5 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75612A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48817.

83. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409007 \$ ENG. EST. 96,183.64 \$ LOW BID 95,337.98
 PROJECT BHI 13033-75912
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 17, 2005 -0.88 %

Clean and coat structural steel, pin and hanger replacement,
 structural steel repair and maintaining traffic on I-194
 northbound ramp over an abandoned railroad, in the city of
 Battle Creek, Calhoun County.

BIDDER		AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$	136,793.25	Same	5
L. W. Lamb, Inc.	\$	108,292.75	Same	4
Progress Company				
J. Slagter & Son Construction Co.	\$	102,912.98	Same	3
Midwest Bridge Company	\$	97,130.00	Same	2
Abhe & Svoboda, Inc.	\$	149,910.00	Same	6
Walter Toebe Construction Co.				
Davis Construction, Inc.				
Anlaan Corporation	\$	95,337.98	Same	1 **
Prince Bridge & Marine, LTD				
North Star Painting Co., Inc.				

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

75912A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49015.

84. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409008
 PROJECT BT01 81031-55457
 LOCAL AGRMT.
 START DATE - APRIL 15, 2005
 COMPLETION DATE - MAY 15, 2006

ENG. EST.
 \$ 2,210,641.49

LOW BID
 \$ 2,195,000.00

% OVER/UNDER EST.
 -0.71 %

1.37 mi of constructing passing relief lanes, hot mix asphalt resurfacing and culvert extensions on US-12 (Michigan Avenue) from Feldkamp Road to Schill Road in Saline Township, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.			
Milbocker and Sons, Inc.	\$ 2,405,226.55	Same	3
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Mead Bros. Excavating, Inc.	\$ 2,195,000.00	Same	1 **
Bailey Excavating, Inc.	\$ 2,758,163.46	Same	6
Angelo Iafrate Construction Company	\$ 2,916,555.11	Same	9
Champagne and Marx Excavating, Inc.			
Barrett Paving Materials, Inc.			
Nashville Construction Company	\$ 2,587,417.33	Same	5
C & D Hughes, Inc.	\$ 2,770,990.99	Same	7
South Hill Construction Company			
Brady Sand & Gravel, Inc.			
Fonson, Inc.	\$ 2,848,947.93	Same	8
Davis Construction, Inc.			
Anlaan Corporation			
Waterland Trucking Service, Inc.	\$ 2,391,194.84	Same	2
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.	\$ 2,567,475.03	Same	4
Melco, Inc.			

9 Bidders

Purpose/Business Case: The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

Benefit: Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

Funding Source:

55457A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries due to lack of passing opportunities.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity.

New Project Identification: New construction.

Zip Code: 48176.

* Denotes a non-standard contract/amendment

85. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409009
 PROJECT M 04021-80100
 LOCAL AGRMT.
 START DATE - MARCH 28, 2005
 COMPLETION DATE - JULY 01, 2005

ENG. EST.
 \$ 1,286,460.39

LOW BID
 \$ 1,132,555.84

% OVER/UNDER EST.
 -11.96 %

1.39 mi of passing lane construction including hot mix asphalt overlay on mainline, and rock, peat, earth excavation, subbase, aggregate base, three course hot mix asphalt overlay, concrete curb and gutter, drainage improvements and slope restoration on M-32 from west of Herron Road easterly to east of King Settlement Road, in Wilson Township, Alpena County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Bolen Asphalt Paving, Inc.	\$ 1,132,555.84	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,162,205.44	Same	4
Fisher Contracting Company			
M & M Excavating Co., Inc.	\$ 1,142,456.02	Same	2
Champagne and Marx Excavating, Inc.	\$ 1,767,487.53	Same	5
Cordes Excavating, Inc.	\$ 1,149,383.84	Same	3
Bernie Johnson Trucking, Inc.			

5 Bidders

Purpose/Business Case: The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

Benefit: Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

Funding Source:

80100A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries due to lack of passing opportunities.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity.

New Project Identification: New construction.

Zip Code: 49707.

1.95 mi of cold milling, hot mix asphalt resurfacing, drainage improvements, guardrail upgrades, and railroad crossing reconstruction, along with passing relief lane on the north bound lane of US-41 from north of Mead Road northerly to the Falls River Bridge, in the village of L'Anse, L'Anse Township, Baraga County.

3 Bidders

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The passing lane relief will reduce congestion and improve highway operations US-41.

47967A

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs. Reduced motorists operating costs with increased safety, efficiency, and capacity.

Zip Code: 49946.

87. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409022 ENG. EST. LOW BID
 \$ 529,786.33 \$ 549,549.00
 PROJECT STH 63191-76131
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2005 3.73 %

1.74 mi installation of speed advisory system on northbound
 I-275 from Nine Mile Road to I-696 in city of Farmington Hills,
 Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Jacobs Electrical Construction, Inc.			
Posen Construction, Inc.	\$ 556,963.45	Same	2
Trans Tech Electric LP			
Motor City Electric Utilities Co.	\$ 568,621.47	Same	4
Metropolitan Power & Lighting, Inc.	\$ 549,549.00	Same	1 **
John R. Howell, Inc.	\$ 558,294.20	Same	3
Rauhorn Electric, Inc.	\$ 937,705.97	Same	5

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76131A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48335, 48331.

88. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409023
 PROJECT BI04 49023-45617
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 29, 2005

ENG. EST.
 \$ 1,064,014.49

LOW BID
 \$ 1,147,050.87

% OVER/UNDER EST.
 7.80 %

4.18 mi of cold milling hot mix asphalt and resurfacing with guardrail replacement, drainage improvements and pavement markings on US-2 from west of Hiawatha Trail to east of Worth Road in the townships of Moran and Hendricks, Mackinac County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,348,122.79	Same	3
Payne & Dolan, Inc.	\$ 1,147,050.87	Same	1 **
H & D, Inc.	\$ 1,186,742.15	Same	2

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45617A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49760.

89. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409024
 PROJECT CM 47041-76139
 LOCAL AGRMT.
 START DATE - APRIL 01, 2005
 COMPLETION DATE - AUGUST 15, 2005

ENG. EST.
 \$ 974,567.69

LOW BID
 \$ 1,029,345.28

% OVER/UNDER EST.
 5.62 %

0.55 mi of hot mix asphalt cold milling and resurfacing,
 concrete curb and gutter, widening for center left turn
 lane, and storm system improvements on M-36 from
 west of Hamburg Road to the intersection of M-36 and Old
 Hamburg Road in Hamburg Township, Livingston County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction, Inc.			
Milbocker and Sons, Inc.			
Peter A. Basile Sons, Inc.	\$ 1,115,175.99	Same	3
Ajax Paving Industries, Inc.			
Bailey Excavating, Inc.	\$ 1,040,597.03	Same	2
Barrett Paving Materials, Inc.			
C & D Hughes, Inc.	\$ 1,029,345.28	Same	1 **
South Hill Construction Company			
Fonson, Inc.	\$ 1,184,299.10	Same	5
Waterland Trucking Service, Inc.			
Cadillac Asphalt, LLC.	\$ 1,168,754.16	Same	4
L.J. Construction, Inc.			

5 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

76139A

Federal Highway Administration Funds	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Resurfacing.

Zip Code: 48139.

90. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409025
 PROJECT BHN 41131-53766
 LOCAL AGRMT. 03-5654
 START DATE - APRIL 01, 2005
 COMPLETION DATE - OCTOBER 29, 2005

ENG. EST.
 \$ 5,200,313.96

LOW BID
 \$ 5,945,452.02

% OVER/UNDER EST.
 14.33 %

Bridge replacement and approaches on M-11,
 acceleration and deceleration lane lengthening on US-131,
 along with sidewalks, signals, pedestrian signals and
 landscaping, in the city of Wyoming, Kent County.

5.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
C.A. Hull Co., Inc.	\$ 5,945,452.02	Same	1 **
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 5,669,478.86	Same	7
Midwest Bridge Company	\$ 6,514,819.11	Same	6
Hardman Construction, Inc.	\$ 5,406,821.72	Same	5
Walter Toebe Construction Co.	\$ 5,551,348.78	Same	2
E.T. MacKenzie Company			
Diversco Construction Company			
Davis Construction, Inc.	\$ 5,552,536.15	Same	3
Anlaan Corporation	\$ 5,884,228.24	Same	4
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane	
C.A. Hull Co., Inc.	\$ 7,545,452.02	Same	1 **
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 9,269,478.86	Same	7
Midwest Bridge Company	\$ 9,264,819.11	Same	6
Hardman Construction, Inc.	\$ 8,606,821.72	Same	5
Walter Toebe Construction Co.	\$ 8,111,348.78	Same	2
E.T. MacKenzie Company			
Diversco Construction Company			
Davis Construction, Inc.	\$ 8,352,536.15	Same	3
Anlaan Corporation	\$ 8,564,228.24	Same	4
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

7 Bidders

Note: The ORIGINAL A+Lane Rental bid total is used to determine the low bidder.

The ORIGINAL A bid total reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

* Denotes a non-standard contract/amendment

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Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

53766A	
Federal Highway Administration Funds	79.63 %
State Restricted Trunkline Funds	17.50 %
City of Wyoming	2.87 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49509.

91.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409030	\$ 352,156.21	\$ 345,287.39
	PROJECT STH 46082-58268, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2005		-1.95 %

0.17 mi of widening for addition of center left turn lane, hot mix asphalt resurfacing, concrete curb and gutter, storm sewer, and installation of traffic signal on M-50 at the intersection of Ridge Highway, Ridgeway Township, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 435,458.20	Same	5
Kelcris Corporation			
Michigan Paving & Materials Co.			
Bailey Excavating, Inc.	\$ 363,129.63	Same	2
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 436,132.34	Same	6
Nashville Construction Company	\$ 345,287.39	Same	1 **
C & D Hughes, Inc.	\$ 368,723.02	Same	3
Brady Sand & Gravel, Inc.	\$ 412,759.37	Same	4
Northern Construction Services, Co.			
Slusarski Excavating & Paving, Inc			

6 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

* Denotes a non-standard contract/amendment

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Funding Source:

58268A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

69814A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49229.

92.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409031	\$ 228,619.89	\$ 252,909.50
	PROJECT STG 84916-78492		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 06, 2005		
	COMPLETION DATE - AUGUST 19, 2005		10.62 %

39.12 mi of guardrail replacement on I-96, M-99, M-36 and I-96 Business Loop at various locations throughout the Lansing Transportation Service Center area, in Leroy, Stockbridge, Eagle, Alaiedon, Watertown, Delta, Windsor, Delhi and Wheatfield Townships, in the city of Lansing, Clinton, Eaton and Ingham Counties.

BIDDER		AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$	315,866.77	Same	5
Snowden, Inc.	\$	298,391.50	Same	2
Nashville Construction Company				
Ackley Construction, Inc.	\$	332,866.20	Same	6
Nationwide Fence & Supply Company	\$	303,794.80	Same	4
Tri-Valley Landscaping, Inc.	\$	252,909.50	Same	1 **
J & J Contracting, Inc.				
Rite Way Fence, Inc.	\$	299,088.00	Same	3

6 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78492A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

* Denotes a non-standard contract/amendment

9/28/04

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Zip Code: 48910.

93. LETTING OF SEPTEMBER 10, 2004
PROPOSAL 0409032
PROJECT STH 41122-76376
LOCAL AGRMT.
START DATE - JUNE 13, 2005
COMPLETION DATE - AUGUST 05, 2005

ENG. EST.	LOW BID
\$ 337,840.10	\$ 323,346.80
% OVER/UNDER EST.	
-4.29 %	

0.251 mi of intersection widening for the addition of headed up left turn lanes on M-57 (14 Mile Road) at Wabasis Avenue, in Oakfield Township, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 359,321.55	Same	4
Milbocker and Sons, Inc.	\$ 356,206.18	Same	3
Dykema Excavators, Inc.	\$ 351,924.80	Same	2
Nagel Construction, Inc.			
Nashville Construction Company	\$ 359,919.79	Same	5
C & D Hughes, Inc.	\$ 323,346.80	Same	1 **
Brenner Excavating, Inc.			

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76376A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48838.

94. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409033
 PROJECT HPP 41064-79693
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 12, 2004

ENG. EST.	LOW BID
\$ 216,767.62	\$ 267,831.23
% OVER/UNDER EST.	23.56 %

2.14 mi of hot mix asphalt resurfacing with spot wedging,
 remove and replace portions of integral bridge approach,
 sleeper slab, guardrail adjustments and other related
 restoration items on M-6 westbound from west of Thornapple
 River Drive west to R08 of 41064 and from east of 60th
 Street easterly at four locations to R07 of 41064 in
 Cascade Township, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 299,548.45	Same	2
Michigan Paving & Materials Co.	\$ 303,059.29	Same	3
Nashville Construction Company			
C & D Hughes, Inc.	\$ 267,831.23	Same	1 **

3 Bidders

Purpose/Business Case: This project is an expand/new roads project. MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

79693A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49301.

95. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409034
 PROJECT STE 74072-75190
 LOCAL AGRMT.
 START DATE - MAY 02, 2005
 COMPLETION DATE - JUNE 04, 2005

ENG. EST.	LOW BID
\$ 239,500.08	\$ 243,465.00
% OVER/UNDER EST.	
1.66 %	

Slope stabilization and restoration of roadside park, including drainage improvements, plantings and hot mix asphalt resurfacing, on the M-25 Motorist Park, south of the village of Port Sanilac in Sanilac Township, Sanilac County.

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
Snowden, Inc.			
McDowell Construction , L.L.C.	\$ 284,945.01	\$ 285,025.01	2
Tri-Valley Landscaping, Inc.	\$ 243,915.00	\$ 243,465.00	1 **
Zito Construction Co.			
L.J. Construction, Inc.	\$ 373,905.50	Same	3

3 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

75190A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Maintenance enhancement.

Zip Code: 48469.

96. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409035 ENG. EST. LOW BID
 \$ 521,365.71 \$ 610,700.14
 PROJECT STG 39042-78499, ETC
 LOCAL AGRMT. 04-5409 % OVER/UNDER EST.
 START DATE - APRIL 15, 2005
 COMPLETION DATE - JUNE 24, 2005 17.13 %

Guardrail upgrading on M-96 from the Kalamazoo River to east of Blalock Street and at various locations on US-131, I-94 and I-196 in Allegan, Kalamazoo and St. Joseph Counties.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 610,700.14	Same	1 **
Snowden, Inc.	\$ 671,430.85	Same	3
Nashville Construction Company	\$ 688,823.82	Same	4
Nationwide Fence & Supply Company	\$ 621,877.79	Same	2
J & J Contracting, Inc.			
Rite Way Fence, Inc.			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78499A	
Federal Highway Administration Funds	100 %
78500A	
Allegan County	12.01 %
Federal Highway Administration Funds	87.99 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49001, TSC-wide.

97. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409036 ENG. EST. LOW BID
 \$ 125,555.15 \$ 170,077.49
 PROJECT BHT 52032-76026
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 01, 2005
 COMPLETION DATE - 36 working days 35.46 %

Deep concrete overlay, thrie beam retrofit, substructure
 patching and surface coating, approach work and maintaining
 traffic, on M-35 over Warner Creek at the north limits of
 Palmer, in Richmond Township, Marquette County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
J. Slagter & Son Construction Co.	\$ 226,406.10	Same	3
Midwest Bridge Company	\$ 239,033.49	Same	4
Snowden, Inc.			
Hebert Construction Company	\$ 170,077.49	Same	1 **
Zenith Tech, Inc.	\$ 222,034.95	Same	2

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

76026A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49866.

98. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409037 ENG. EST. LOW BID
 \$ 373,072.83 \$ 430,788.23
 PROJECT M 02041-76023
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2005 15.47 %

Superstructure replacement and widening on M-28 over
 the Laughing Whitefish River in Onota Township, Alger
 County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.	\$ 474,125.80	Same	3
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 541,683.60	Same	5
Lunda Construction Company	\$ 499,795.56	Same	4
Snowden, Inc.			
Hebert Construction Company	\$ 431,809.58	Same	2
Zenith Tech, Inc.	\$ 430,788.23	Same	1 **
Anlaan Corporation			
J.E. Kloote Contracting, Inc.			

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

76023A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49822.

99. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409039
 PROJECT M 78081-50773, ETC
 LOCAL AGRMT.
 START DATE - APRIL 15, 2005
 COMPLETION DATE - JUNE 24, 2005

ENG. EST.
 \$ 1,020,956.75

LOW BID
 \$ 996,273.99

% OVER/UNDER EST.
 -2.42 %

8.72 mi of hot mix asphalt resurfacing on M-216, from the east village limits of Marcellus to US-131, in Marcellus, Flowerfield, and Park Townships, Cass and St. Joseph Counties.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,272,545.72	Same	3
Michigan Paving & Materials Co.	\$ 1,062,597.78	Same	2
Consumers Asphalt Company	\$ 996,273.99	Same	1 **

3 Bidders

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

50773A	State Restricted Trunkline Funds	100 %
79685A	State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Maintenance and Rehabilitation.

Zip Code: 49067.

100. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409040 \$ ENG. EST. LOW BID
 PROJECT M 22012-79203 66,169.89 \$ 72,027.00
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 25, 2005 8.85 %

Carpool parking lot improvements including hot mix asphalt base crushing and shaping, aggregate base conditioning, hot mix asphalt surfacing, drainage and restoration work on M-95 at Iron Mountain and on M-69 at the Sagola carpool parking lots in the townships of Breitung and Sagola, Dickinson County.

BIDDER		AS-READ	AS-CHECKED	
Bacco Construction Company	\$	79,045.45	Same	2
A. Lindberg & Sons, Inc.				
Payne & Dolan, Inc.	\$	95,925.75	Same	3
Hebert Construction Company				
Smith Paving, Inc.	\$	72,027.00	Same	1 **
Oberstar, Inc.				

3 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

79203A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of existing parking area.

Zip Code: 49801; REGION-WIDE.

101. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409041 ENG. EST. LOW BID
 \$ 115,746.86 \$ 113,864.14
 PROJECT M 25042-78926
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 07, 2005
 COMPLETION DATE - SEPTEMBER 19, 2007 -1.63 %

Construction of new park-and-ride lot at the northeast quadrant of the I-69/Miller Road interchange in the city of Swartz Creek, Flint Township, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Fisher Contracting Company	\$ 144,721.00	Same	9
Greco Equipment Co., Inc.	\$ 123,056.40	\$ 120,746.96	4
Ace Asphalt & Paving Co.			
Lois Kay Contracting Co.			
Florence Cement Company			
Barrett Paving Materials, Inc.			
Rohde Brothers Excavating, Inc.	\$ 134,693.00	Same	8
C & D Hughes, Inc.	\$ 129,367.64	Same	5
Zito Construction Co.	\$ 114,114.14	\$ 113,864.14	1 **
Pyramid Paving & Contracting			
The Oakland Excavating Company	\$ 119,125.21	Same	2
Genoak Construction Company	\$ 151,071.87	Same	11
Cadillac Asphalt, LLC.	\$ 133,281.67	Same	7
Young's Environmental Cleanup, Inc.	\$ 120,068.00	Same	3
L.J. Construction, Inc.	\$ 145,821.83	Same	10
Pro-Line Asphalt Paving Corp.			
3-S Construction, Inc.	\$ 133,185.20	Same	6

11 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

78926A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of existing parking area.

Zip Code: 48473.

102. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409043
 PROJECT CM 63052-73536
 LOCAL AGRMT. 04-5416
 START DATE - MAY 02, 2005
 COMPLETION DATE - MAY 23, 2005

ENG. EST.	LOW BID
\$ 169,304.72	\$ 219,909.21
% OVER/UNDER EST.	
	29.89 %

0.03 mi of intersection improvements including the addition of a northbound left turn lane, removal of a grassy bump, conversion of a right turn lane into a shared through/right turn lane and traffic signal improvements in Bloomfield Township, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation			
Peter A. Basile Sons, Inc.			
Florence Cement Company	\$ 219,909.21	Same	1 **
Motor City Electric Utilities Co.			
Metropolitan Power & Lighting, Inc.			
John R. Howell, Inc.			
Rauhorn Electric, Inc.			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

73536A	
Federal Highway Administration Funds	50.00 %
Bloomfield Township	50.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48302.

103. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409044 \$ ENG. EST. 72,009.00 \$ LOW BID 62,547.80
 PROJECT STE 70063-80183
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2006 -13.14 %

4.261 mi of natural landscape tree planting (living snow fence) and roadside beautification, along I-96 at various locations between 80th Avenue and 48th Avenue, in the city of Coopersville, in Polkton Township, Ottawa County.

BIDDER		AS-READ	AS-CHECKED	
Marine City Nursery Company				
Tri-Valley Landscaping, Inc.	\$	93,784.00	Same	5
Anderson-Fischer & Associates, Inc.	\$	73,575.80	Same	4
Landmark Services, Inc.	\$	62,547.80	Same	1 **
Hunzikers, Inc.	\$	70,079.00	Same	3
Triangle Excavators, Inc.				
County Line Nurseries & Landscaping	\$	68,214.00	Same	2
Cobblestone Pavers, LLC				

5 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.
Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

80183A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction.

Zip Code: 49404.

105. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409046 ENG. EST. LOW BID
 \$ 305,999.78 \$ 417,790.35
 PROJECT STG 09101-79140
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 11, 2005
 COMPLETION DATE - SEPTEMBER 24, 2005 36.53 %

11.638 mi of guardrail removal and replacement on US-10 from
 Patrick Road easterly to I-75/US-10 interchange in the
 village of Auburn, in the townships of Williams and Monitor,
 Bay and Midland Counties.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 417,790.35	Same	1 **
Snowden, Inc.	\$ 483,247.25	Same	4
Nationwide Fence & Supply Company	\$ 516,750.30	Same	5
Tri-Valley Landscaping, Inc.	\$ 469,623.50	Same	3
J & J Contracting, Inc.			
Rite Way Fence, Inc.	\$ 447,033.00	Same	2

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79140A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48611.

106. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409047 ENG. EST. LOW BID
 \$ 107,783.44 \$ 95,026.39
 PROJECT M 38101-79317
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2005 -11.84 %

Hot mix asphalt surface removal, pave park-and-ride lot,
 concrete curb and gutter, miscellaneous drainage and slope
 restoration at the northwest corner of the Elm Road and Rose
 Hill Road intersection, northwest of I-94 and Elm Road
 interchange in Blackman Township, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 118,440.80	Same	7
Eastlund Concrete Construction, Inc.			
Mead Bros. Excavating, Inc.	\$ 125,362.75	Same	9
Mills Excavating	\$ 106,186.27	\$ 108,186.27	5
Bailey Excavating, Inc.	\$ 104,897.44	Same	3
Florence Cement Company			
Nashville Construction Company	\$ 104,889.97	Same	2
C & D Hughes, Inc.	\$ 95,026.39	Same	1 **
Northern Construction Services, Co.			
Davis Construction, Inc.	\$ 124,446.00	Same	8
Cadwell Brothers Construction	\$ 113,255.22	Same	6
Concord Excavating, L.L.C.	\$ 105,870.75	Same	4
Aggregate Industries-Central Region	\$ 128,075.05	Same	10

10 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

79317A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of existing parking area.

Zip Code: 49201.

107. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409048
 PROJECT BHN 41026-79062
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 30, 2005

ENG. EST.
 \$ 1,974,209.05

LOW BID
 \$ 1,687,727.37

% OVER/UNDER EST.
 -14.51 %

Beam end repairs, zone paint, substructure repairs, deck patch and joint replacement on 19 bridges at various locations on I-96, I-196 and US-131 in the cities of Grand Rapids and Walker, Kent County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,670,338.18	Same	4
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 1,887,937.98	Same	2
Midwest Bridge Company	\$ 1,961,686.00	Same	3
Abhe & Svoboda, Inc.	\$ 3,007,777.00	Same	5
Walter Toebe Construction Co.			
Anlaan Corporation	\$ 1,687,727.37	Same	1 **
Mark 1 Restoration Co. of MI, Inc.			

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79062A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49504.

108. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409051
 PROJECT M 11021-73922
 LOCAL AGRMT.
 START DATE - JULY 11, 2005
 COMPLETION DATE - AUGUST 19, 2005

ENG. EST.	LOW BID
\$ 446,340.62	\$ 386,652.00
% OVER/UNDER EST.	
-13.37 %	

2.42 mi of hot mix asphalt overlay and superelevation corrections on US-12BR from US-12 to Grant Street in the city of Niles, townships of Niles and Bertrand, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 484,627.30	Same	3
Michigan Paving & Materials Co.	\$ 386,652.00	Same	1 **
Consumers Asphalt Company	\$ 397,249.67	Same	2

3 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

73922A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49120.

110.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409054	\$ 867,392.33	\$ 914,698.65
	PROJECT EDA 82073-80012		
	LOCAL AGRMT. 04-5412		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 15, 2005		5.45 %

1.17 mi of hot mix asphalt cold milling and resurfacing,
 concrete pavement removal and hot mix asphalt construction,
 pavement repairs, concrete curb and gutter replacement,
 drainage structure adjustments and pavement markings on M-85
 (Fort Street) from north of Schaefer Highway to Oakwood
 Boulevard in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 914,698.65	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,026,656.10	Same	2

2 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

80012A	
City of Detroit	12.33 %
State Restricted Trunkline Funds	87.67 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48217.

111. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409057 ENG. EST. LOW BID
 \$ 659,969.55 \$ 535,008.24
 PROJECT IM 82021-79699
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 11, 2005 -18.93 %

7.2 mi of concrete joint seal on I-94 from the
 Washtenaw/Wayne County line (Rawsonville Road) easterly to
 east of I-275 in the cities of Belleville and Romulus, Wayne
 County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 566,308.08	Same	2
Snowden, Inc.			
Causie Contracting, Inc.	\$ 535,008.24	Same	1 **
Scodeller Construction, Inc.	\$ 628,960.00	Same	4
Michigan Joint Sealing, Inc.	\$ 597,176.00	Same	3

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79699A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48111.

112. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409058 \$ ENG. EST. 55,176.45 \$ LOW BID 70,063.00
 PROJECT M 73021-80264
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 18, 2005
 COMPLETION DATE - MAY 27, 2005 26.98 %

0.11 mi of trenching shoulder, guardrail replacement, curb and gutter, drainage improvements, hot mix asphalt approach and slope restoration on M-57 north of Sunnyside Drive in the village of Chesaning, Chesaning Township, Saginaw County.

BIDDER		AS-READ	AS-CHECKED	
Fisher Contracting Company				
Bouradow Trucking Company	\$	99,767.55	Same	4
Rohde Brothers Excavating, Inc.				
C & D Hughes, Inc.	\$	70,063.00	Same	1 **
Pyramid Paving & Contracting	\$	78,000.00	Same	2
Heystek Contracting Inc.	\$	87,036.00	Same	3
CRS/Shaw Contracting Co.				

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

80264A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48616.

113. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409060 \$ ENG. EST. LOW BID
 PROJECT NHG 82143-77901 \$ 732,115.81 \$ 759,791.05
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2005 3.78 %

Traffic signal upgrading at 12 locations on M-102
 (8 Mile Road) from M-1 (Woodward Avenue) to Ryan Road in the
 cities of Detroit, Ferndale, Hazel Park, Wayne County.

BIDDER		AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$	933,382.54	Same	4
Motor City Electric Utilities Co.	\$	759,791.05	Same	1 **
Metropolitan Power & Lighting, Inc.				
John R. Howell, Inc.	\$	805,380.00	Same	3
Rauhorn Electric, Inc.	\$	805,003.00	Same	2

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

77901A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48234.

114. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409063 \$ ENG. EST. LOW BID
 PROJECT NHG 84911-77697, ETC \$ 169,052.83 \$ 150,849.00
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 10, 2005 -10.77 %

Traffic signal upgrading and modernization at 12
 locations in the Ishpeming Transportation Service Center region,
 in the cities of Marquette, Negaunee and Lake Linden, in
 counties of Baraga, Houghton, Keweenaw and Marquette.

BIDDER		AS-READ	AS-CHECKED	
John R. Howell, Inc.	\$	150,849.00	Same	1 **
Top Rail Electric Company	\$	176,022.00	Same	2

2 Bidders

* Denotes a non-standard contract/amendment

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Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

77697A

Federal Highway Administration Funds 100 %

77699A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49946; TSC-wide.

115. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409064 \$ ENG. EST. 584,248.25 \$ LOW BID 555,370.53
 PROJECT CMG 84916-78205
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 15, 2005 -4.94 %

Traffic signal upgrading at 13 locations on
 I-96BL, M-17 and US-12BR in the city of Ypsilanti, in the
 townships of Genoa, Pittsfield and Ypsilanti, Livingston
 and Washtenaw Counties.

BIDDER		AS-READ	AS-CHECKED	
Severance Electric Co., Inc.	\$	555,370.53	Same	1 **
Trans Tech Electric LP	\$	623,815.00	Same	5
Motor City Electric Utilities Co.	\$	626,841.07	Same	6
Metropolitan Power & Lighting, Inc.				
J. Ranck Electric, Inc.	\$	598,682.40	Same	3
John R. Howell, Inc.	\$	576,087.00	Same	2
Rauhorn Electric, Inc.	\$	606,469.00	Same	4

6 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78205A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

* Denotes a non-standard contract/amendment

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Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
New Project Identification: Reconstruction.
Zip Code: 48197.

116. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409065
 PROJECT STH 84916-79187-2
 LOCAL AGRMT.
 START DATE - MARCH 28, 2005
 COMPLETION DATE - MAY 26, 2005

ENG. EST.	LOW BID
\$ 445,838.12	\$ 417,294.10
% OVER/UNDER EST.	
	-6.40 %

259 mi of shoulder corrugation at various locations on I-69 and I-96 in the cities of Charlotte, Potterville and Lansing, in the townships of Alaiedon, Bath, Benton, Delhi, Delta, DeWitt, Eagle, Eaton, Leroy, Perry, Watertown, Wheatfield, Windsor and Woodhull, in Clinton, Eaton, Ingham and Shiawassee Counties.

BIDDER		AS-READ	AS-CHECKED	
Coady Construction, Inc.	\$	480,149.20	Same	3
Northern Construction Services, Co.				
Penhall Company	\$	417,294.10	Same	1 **
Surface Preparation Technologies,	\$	449,964.10	Same	2

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79187A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48823; TSC-wide.

117. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409067
 PROJECT STG 46900-77491, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2005

ENG. EST.	LOW BID
\$ 641,486.69	\$ 609,985.00
% OVER/UNDER EST.	
	-4.91 %

Traffic signal modernization and upgrade at 20 locations on M-34, M-52, M-156, US-223 and US-223BR in the village of Blissfield, cities of Adrian and Morenci in Woodstock Township, Lenawee County.

BIDDER	AS-READ	AS-CHECKED	
Severance Electric Co., Inc.			
Trans Tech Electric LP	\$ 672,363.00	Same	3
Metropolitan Power & Lighting, Inc.			
J. Ranck Electric, Inc.	\$ 656,386.90	Same	2
John R. Howell, Inc.	\$ 609,985.00	Same	1 **
Rauhorn Electric, Inc.	\$ 683,511.20	Same	4

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

77491A

Federal Highway Administration Funds	100 %
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77494A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Traffic signal upgrading.

Zip Code: 49221; county-wide.

118. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409068
 PROJECT ST 11031-79692
 LOCAL AGRMT.
 START DATE - MAY 16, 2005
 COMPLETION DATE - JUNE 30, 2005

ENG. EST.	LOW BID
\$ 738,159.91	\$ 855,322.00
% OVER/UNDER EST.	15.87 %

1.24 mi of concrete pavement repair and diamond grinding
 on M-139 from Ox Creek to I-94 BL in the city of Benton
 Harbor in Benton Township, Berrien County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 899,480.20	Same	3
Snowden, Inc.	\$ 875,593.00	Same	2
Causie Contracting, Inc.	\$ 855,322.00	Same	1 **
Northern Construction Services, Co.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79692A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49022.

119. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409069 ENG. EST. LOW BID
 \$ 726,691.21 \$ 711,711.11
 PROJECT CMG 58900-78221
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2005 -2.06 %

Traffic signal upgrading at 26 locations along US-24, M-125,
 and I-75 in the city of Monroe, Frenchtown and Monroe
 Townships, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Trans Tech Electric LP			
Motor City Electric Utilities Co.	\$ 806,568.88	Same	5
Metropolitan Power & Lighting, Inc.	\$ 711,711.11	Same	1 **
J. Ranck Electric, Inc.	\$ 774,359.40	Same	4
John R. Howell, Inc.	\$ 715,008.00	Same	2
Rauhorn Electric, Inc.	\$ 759,306.00	Same	3

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78221A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48161; County-wide.

120. LETTING OF SEPTEMBER 17, 2004
 PROPOSAL 0409601
 PROJECT IM 82022-45684, ETC
 LOCAL AGRMT. 04-5399, 04-5400, 04-5401
 START DATE - 5 days after award
 COMPLETION DATE - SEPTEMBER 19, 2007

ENG. EST. \$ 83,621,931.82
 LOW BID \$ 75,638,397.91
 % OVER/UNDER EST. -9.55 %

6.02 mi reconstruction of mainline and ramps, drainage work, signing, lighting, concrete barrier wall, valley gutter, patching and diamond grinding on I-94 from Pelham Road to Wyoming Avenue with 20 bridge reconstructions in the cities of Dearborn, Allen Park and Detroit, Wayne County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dan's Excavating, Inc.	\$ 75,638,397.91	Same	1 **
John Carlo/Angelo Iafrate	\$ 78,894,687.07	Same	2
Walter Toebe/Interstate Highway Construction	\$ 85,948,158.24	Same	3
C.A. Hull Co., Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45684A	
City of Allen Park	0.32 %
City of Dearborn	0.64 %
City of Detroit	0.01 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.03 %
55848A	
City of Dearborn	12.50 %
State Restricted Trunkline Funds	87.50 %
60412A	
City of Dearborn	1.42 %
Detroit Edison Company	0.10 %
Federal Highway Administration Funds	79.71 %
SBC Communications	0.26 %
State Restricted Trunkline Funds	18.51 %

* Denotes a non-standard contract/amendment

60413A	
City of Dearborn	2.10 %
Detroit Edison Company	0.21 %
Federal Highway Administration Funds	79.56 %
SBC Communications	0.35 %
State Restricted Trunkline Funds	17.78 %
72064A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
77983A	
City of Allen Park	0.74 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.26 %
78741A	
Federal Highway Administration Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48126.

LOCAL PROJECTS

121. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409011
 PROJECT STL 79014-78444
 LOCAL AGRMT. 04-5405
 START DATE - MARCH 15, 2005
 COMPLETION DATE - JULY 01, 2005

ENG. EST. \$ 546,728.19 \$ **577,159.98**
 % OVER/UNDER EST. 5.57 %

Resurface, drainage improvements and curb and gutter on West Main Street from M-15 to west village limits, in the village of Millington, Tuscola County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Eastlund Concrete Construction, Inc.	\$ 628,386.90	Same	3
A. J. Rehms & Son, Inc.			
Lee Wood Contracting, Inc.	\$ 673,144.31	Same	9
Fisher Contracting Company	\$ 692,203.61	Same	10
Lois Kay Contracting Co.			
Bourdow Trucking Company	\$ 659,742.73	Same	6
Champagne and Marx Excavating, Inc.	\$ 665,560.98	Same	8
Rohde Brothers Excavating, Inc.	\$ 694,490.00	Same	11
C & D Hughes, Inc.	\$ 577,159.98	Same	1 **
Zito Construction Co.	\$ 738,839.05	Same	12
Pyramid Paving & Contracting			
Ron Bretz Excavating, Inc.	\$ 649,527.74	Same	5
Young's Environmental Cleanup, Inc.	\$ 597,993.00	Same	2
L.J. Construction, Inc.	\$ 659,939.00	Same	7
CRS/Shaw Contracting Co.			
3-S Construction, Inc.	\$ 632,838.07	Same	4

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78444A

Federal Highway Administration Funds	75.25 %
Village of Millington	24.75 %

Zip Code: 48746.

Streetscaping including demolition of existing canopies, streetlighting, sidewalks, brick pavers and miscellaneous related work on Woodward Avenue from North Grand Boulevard to the south railroad tracks, to north railroad tracks, south to Burroughs Street, west to Second Avenue and east to Woodward Avenue, in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED
Posen Construction, Inc.	\$ 2,260,251.85	Same 3
Motor City Electric Utilities Co.	\$ 2,145,785.52	Same 1 **
Metropolitan Power & Lighting, Inc.		
Rauhorn Electric, Inc.	\$ 2,209,114.31	Same 2

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

City of Detroit	47.50 %
Federal Highway Administration Funds	52.50 %

124. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409014
 PROJECT STH 38609-78234
 LOCAL AGRMT. 04-5358
 START DATE - JULY 05, 2005
 COMPLETION DATE - 40 working days

ENG. EST.	LOW BID
\$ 155,480.25	\$ 168,718.50
% OVER/UNDER EST.	
8.51 %	

Intersection realignment, sight distance improvements,
 culvert replacement on Cooper Road at Territorial Road
 intersection, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 180,523.50	Same	2
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Mead Bros. Excavating, Inc.			
Mills Excavating			
Bailey Excavating, Inc.	\$ 168,718.50	Same	1 **
Nashville Construction Company	\$ 203,829.61	Same	4
C & D Hughes, Inc.			
Davis Construction, Inc.	\$ 188,762.19	Same	3
Prince Bridge & Marine, LTD			
Cadwell Brothers Construction			
Aggregate Industries-Central Region			
L.J. Construction, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78234A

Jackson County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 49272.

125. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409015
 PROJECT STU 82457-79870
 LOCAL AGRMT. 04-5849
 START DATE - APRIL 15, 2005
 COMPLETION DATE - 85 working days

ENG. EST.	LOW BID
\$ 315,617.05	\$ 419,502.83
% OVER/UNDER EST.	
	32.92 %

0.47 mi of cold milling asphalt surface, hot mix asphalt resurfacing, concrete pavement repair, concrete curb and gutter, concrete curb repair, concrete barrier wall construction, adjusting drainage structures, and pavement markings on West Road from east of I-75 to Allen, Wayne County.

BIDDER		AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$	427,293.98	Same	2
Florence Cement Company				
ABC Paving Company				
Peake Contracting, Inc.				
Cadillac Asphalt, LLC.	\$	419,502.83	Same	1 **

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

79870A

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48183.

* Denotes a non-standard contract/amendment

126. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409016 ENG. EST. LOW BID
 \$ 274,035.70 \$ 256,211.10
 PROJECT BRO 37007-56542
 LOCAL AGRMT. 04-5393 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2005 -6.50 %

Bridge replacement and related approach work on
 South County Line Road at North Branch of the Pine
 River in Fremont Township, Isabella County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 295,951.16	Same	8
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 284,593.00	Same	5
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$ 295,242.89	Same	7
M & M Excavating Co., Inc.			
Rohde Brothers Excavating, Inc.			
Nashville Construction Company			
Walter Toebe Construction Co.	\$ 282,357.72	Same	3
E.T. MacKenzie Company	\$ 325,473.15	Same	12
Miller Development, Inc.	\$ 256,211.10	Same	1 **
Davis Construction, Inc.	\$ 330,720.03	Same	13
Anlaan Corporation	\$ 284,577.99	Same	4
Prince Bridge & Marine, LTD	\$ 397,721.30	Same	14
R.E. Hovey Construction, Inc.	\$ 289,290.40	Same	6
Bernie Johnson Trucking, Inc.			
Heystek Contracting Inc.	\$ 304,745.00	Same	10
L.J. Construction, Inc.	\$ 299,314.40	Same	9
3-S Construction, Inc.	\$ 319,896.88	Same	11
J.E. Kloote Contracting, Inc.	\$ 256,635.17	Same	2
Central Michigan Contracting, Inc.			

14 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal
 aid system under local jurisdiction. This project was selected through the critical
 bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved
 providing increased economic value and quality of life for the traveling public.

Funding Source:

56542A

Isabella County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best
 estimate of probable construction cost. The contract's final cost will be based on
 actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local
 bridge projects within Michigan. If the project is not awarded, the funds would be
 required by law to be applied to another local critical bridge project. If the project

* Denotes a non-standard contract/amendment

is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 48896.

127. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409017 \$ ENG. EST. 822,176.10 \$ LOW BID 814,759.13
 PROJECT BRO 44011-49679
 LOCAL AGRMT. 04-5157 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 20, 2005 -0.90 %

Bridge replacement and approach work on Summers Road
 at CN North America Railroad, in Attica and Imlay Townships,
 Lapeer County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 988,417.14	Same	9
E. C. Korneffel Co.	\$ 977,644.28	Same	7
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 985,887.38	Same	8
Milbocker and Sons, Inc.	\$ 814,759.13	Same	1 **
Midwest Bridge Company	\$ 960,528.11	Same	6
Dan's Excavating, Inc.	\$ 957,110.79	Same	5
C. R. Hunt Construction Co.			
Posen Construction, Inc.	\$ 838,022.17	Same	2
Walter Toebe Construction Co.	\$ 887,049.31	Same	3
Davis Construction, Inc.	\$ 1,099,159.44	Same	10
Anlaan Corporation	\$ 924,375.32	Same	4
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

49679A

Lapeer County	5.06 %
Federal Highway Administration Funds	79.95 %
State Restricted Trunkline Funds	14.99 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project

is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 48444.

128.	LETTING OF SEPTEMBER 10, 2004 PROPOSAL 0409018 PROJECT STU 82400-75531 LOCAL AGRMT. 04-5392 START DATE - APRIL 15, 2005 COMPLETION DATE - 60 working days	ENG. EST. \$ 1,056,981.10	LOW BID \$ 1,204,395.50 % OVER/UNDER EST. 13.95 %
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1.25 mi of cold milling hot mix asphalt surface, hot mix asphalt and concrete base course widening, hot mix asphalt resurfacing, concrete pavement repair, concrete curb cap repair, adjusting of drainage structure, guardrail improvements and pavement markings on Joy Road from West Outer Drive to Evergreen Road, along with structure rehabilitation on Joy Road over Upper Rouge River, in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,235,167.74	Same	2
Florence Cement Company			
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 1,204,395.50	Same	1 **

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

75531A

Wayne County

18.15 %

Federal Highway Administration Funds

81.85 %

Zip Code: 48206.

129. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409026 ENG. EST. \$ 877,731.00 \$ LOW BID 859,899.00
 PROJECT EDC 25544-78420
 LOCAL AGRMT. 04-5417 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 29, 2005 -2.03 %

Resurface, center turn lane and drainage upgrades on Hill
 Road from Genesee Road to Belsay Road, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Eastlund Concrete Construction, Inc.	\$ 964,439.70	Same	8
Fisher Contracting Company			
Ace Asphalt & Paving Co.			
Barrett Paving Materials, Inc.			
Rohde Brothers Excavating, Inc.	\$ 954,644.00	Same	5
C & D Hughes, Inc.	\$ 964,234.60	Same	7
Pamar Enterprises, Inc.	\$1,087,677.16	Same	10
Zito Construction Co.	\$ 882,950.49	Same	2
Cadwell Brothers Construction			
Ron Bretz Excavating, Inc.	\$ 904,697.35	Same	3
Genoak Construction Company	\$ 964,224.66	Same	6
Cadillac Asphalt, LLC.	\$ 953,783.44	Same	4
Young's Environmental Cleanup, Inc.	\$ 859,899.00	Same	1 **
L.J. Construction, Inc.	\$ 999,392.10	Same	9
3-S Construction, Inc.			

10 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for traffic congestion mitigation on roads in
 an urban county under local jurisdiction. It was selected through a process outlined
 in the Transportation Equity Act for the 21st Century by the local agency regional
 planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal Aid Highway system is further preserved
 by providing a benefit to the traveling public and increased economic interest. In
 addition, further services the quality of life for the people of Michigan.

Funding Source:

78420A

Genesee County	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best
 estimate of probable construction cost. The contract's final cost will be based on
 actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-
 turn, this project would take precedence over other projects on the Transportation
 Improvement Plan.

Cost Reduction: This is a construction contract where the low bidder is awarded the
 project. Any negotiations made prior to award of the contract are in violation of
 Federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Zip Code: 48439.

130. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409027 \$ ENG. EST. LOW BID
 PROJECT STUL 29433-47856 \$ 698,700.00 \$ 614,713.82
 LOCAL AGRMT. 04-5418 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2005 -12.02 %

0.41 mi of grading, storm sewer, watermain, sanitary sewer,
 curb and gutter and hot mix asphalt surface on Pine Avenue
 from Warwick Drive to Cheesman Road, in the city of Alma,
 Gratiot County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 660,884.40	Same	5
Kamminga & Roodvoets, Inc.	\$ 735,862.00	Same	11
Eastlund Concrete Construction, Inc.			
A. J. Rehms & Son, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 707,531.02	Same	10
Milbocker and Sons, Inc.	\$ 748,311.38	Same	12
Fisher Contracting Company	\$ 678,931.58	Same	7
M & M Excavating Co., Inc.	\$ 614,713.82	Same	1 **
Rohde Brothers Excavating, Inc.	\$ 792,615.00	Same	15
Nashville Construction Company	\$ 665,251.86	Same	6
C & D Hughes, Inc.	\$ 625,869.73	Same	2
Wooten Contracting Co.	\$ 692,105.69	Same	8
Anlaan Corporation			
The Isabella Corporation	\$ 649,004.50	Same	4
Cadwell Brothers Construction	\$ 748,933.92	Same	13
Ron Bretz Excavating, Inc.	\$ 704,539.78	Same	9
Crawford Contracting, Inc.	\$ 644,768.27	Same	3
L.J. Construction, Inc.			
3-S Construction, Inc.	\$ 778,161.71	Same	14

15 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

47856A

City of Alma

18.15 %

Federal Highway Administration Funds

81.85 %

Zip Code: 48801.

- | | | | |
|------|-----------------------------------|---------------|----------------------|
| 132. | LETTING OF SEPTEMBER 10, 2004 | ENG. EST. | LOW BID |
| | PROPOSAL 0409029 | \$ 469,621.50 | \$ 419,548.15 |
| | PROJECT BRO 74005-53439 | | |
| | LOCAL AGRMT. 04-5397 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - AUGUST 19, 2005 | | -10.66 % |

BIDDER	AS-READ	AS-CHECKED
J. Slagter & Son Construction Co. S. L. & H. Contractors, Inc.	\$ 455,505.31	Same 2
Milbocker and Sons, Inc.		
C. R. Hunt Construction Co.	\$ 419,548.15	Same 1 **
McDowell Construction , L.L.C.		
Posen Construction, Inc.	\$ 532,250.81	Same 4
Walter Toebe Construction Co.		
Davis Construction, Inc.	\$ 514,925.01	Same 3
Prince Bridge & Marine, LTD	\$ 639,199.06	Same 5
Heystek Contracting Inc.		
J.E. Kloote Contracting, Inc.		

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

53439A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Zip Code: 48427.

133. LETTING OF SEPTEMBER 10, 2004
 PROPOSAL 0409042
 PROJECT BRO 03015-56455
 LOCAL AGRMT. 04-5398
 START DATE - 10 days after award
 COMPLETION DATE - MAY 20, 2005

ENG. EST.
 \$ 741,198.20

LOW BID
 \$ 534,260.21

% OVER/UNDER EST.
 -27.92 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on 120th Avenue over Gun River in Martin Township, Allegan County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 534,260.21	Same	1 **
Nagel Construction, Inc.			
Peters Construction Co.			
Midwest Bridge Company			
Nashville Construction Company			
Walter Toebe Construction Co.			
E.T. MacKenzie Company	\$ 636,963.50	Same	4
Brenner Excavating, Inc.			
Diversco Construction Company	\$ 773,427.15	Same	8
Davis Construction, Inc.	\$ 672,084.00	Same	5
Anlaan Corporation	\$ 625,316.50	Same	3
Prince Bridge & Marine, LTD	\$ 791,278.85	Same	9
Quantum Construction Company, Inc.	\$ 599,523.25	Same	2
Heystek Contracting Inc.	\$ 682,581.00	Same	7
J.E. Kloote Contracting, Inc.	\$ 673,430.18	Same	6

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56455A

Allegan County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

* Denotes a non-standard contract/amendment

Zip Code: 49078.

134. LETTING OF SEPTEMBER 10, 2004
PROPOSAL 0409052
PROJECT STUL 39405-77345-2
LOCAL AGRMT. 04-5350
START DATE - 10 days after award
COMPLETION DATE - MAY 27, 2005

ENG. EST.	LOW BID
\$ 172,930.00	\$ 186,717.50
% OVER/UNDER EST.	
7.97 %	

Traffic signal upgrades on Miller Road / M.L. Avenue at
South Sprinkle Road in the city of Kalamazoo and Comstock
Township, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company	\$ 195,410.00	Same	4
Severance Electric Co., Inc.	\$ 188,175.70	Same	2
Trans Tech Electric LP	\$ 193,519.75	Same	3
J. Ranck Electric, Inc.			
John R. Howell, Inc.	\$ 213,812.00	Same	5
DVT Electric, Inc	\$ 186,717.50	Same	1 **

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

77345A

Kalamazoo County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 49001.

EXTRAS

135. Extra 2004 - 63

Control Section/Job Number: 81406-49353A Local Agency Project
State Administrative Board - The total exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, MI 48315

Designed By: Consultant
Engineer's Estimate: \$7,469,923.47

Description of Project:

1.41 km of pavement removal, grading, drainage, watermain installation, and concrete boulevard construction including box culvert bridge structures on Jackson Road from Myrtle Avenue to Jackson Industrial Drive in Washtenaw County.

Administrative Board Approval Date:	November 6, 2001	
Contract Date:	November 30, 2001	
Original Contract Amount:	\$6,387,546.20	
Total of Overruns/Changes (Approved to Date):	155,302.86	+ 2.43%
Total of Extras/Adjustments (Approved to Date):	535,391.47	+ 8.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,226.49</u>	<u>+ 0.43%</u>
Revised Total	<u>\$7,105,467.02</u>	11.24%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.81% over the original budget for an **Authorized to Date Amount** of \$7,078,240.53.

Approval of this extra will place the authorized status of the contract 11.24% or \$717,920.82 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2204-34	39 r.4	\$136,260.06	06/01/04

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 42

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 42

Concrete Quality Initiative - Adjustment	27,226.490 Dlr @ \$1.00/Dlr	<u>\$27,226.49</u>
Total		<u>\$27,226.49</u>

Reason(s) for Extra(s)/Adjustment(s):

The 1996 Standard Specifications for Construction states that MDOT will pay the contractor \$1.00 per cubic yard for the item Concrete Quality Initiative. During the bidding process the contractor inadvertently changed this amount to \$0.01 per cubic yard. The item Concrete Quality Initiative – Adjustment was created to compensate the contractor for the difference between the \$1.00 requirement and the \$0.01 shown in the contract. MDOT is currently working to prevent this from happening again.

Section 102.19 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 69.85%; Washtenaw County, 30.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48103.

136. **Extra 2004 - 64**

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	Contract modification 22 exceeds the \$100,000 Ad Board limit for reviewing extras. This project also exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Contract modification 22 exceeds the \$250,000 Transportation Commission limit for reviewing extras. This project also exceeds the 10% Commission limit for reviewing extras	
Contractor:	Ajax Paving Industries, Inc. P. O. Box 7058 Troy, MI 48007	

* Denotes a non-standard contract/amendment

9/28/04

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Designed By: MDOT
 Engineer's Estimate: \$5,789,356.96

Description of Project:

3.1 mi of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	179,162.68	+ 2.89%
Total of Extras/Adjustments (Approved to Date):	308,794.29	+ 4.98%
THIS REQUEST	<u>400,078.65</u>	<u>+ 6.46%</u>
Revised Total	<u>\$7,083,727.43</u>	+ 14.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.87% over the original budget for an **Authorized to Date Amount** of \$6,683,648.78.

Approval of this extra will place the authorized status of the contract 14.33% or \$888,035.62 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r 4	\$162,225.00	03/02/04

Contract Modification Number(s): 22 r.4, 23 r.1, 24 r.2, 25 r.1, 26 r.3, 27 r.2, 28 r.2, 31 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 22

Contract Work, Adjustment	285,000.000 Dlr @ \$1.00/Dlr	<u>\$285,000.00</u>
Total		<u>\$285,000.00</u>

CM 23

Idle Equipment	30,000.000 Dlr @ \$1.00/Dlr	<u>\$30,000.00</u>
Total		<u>\$30,000.00</u>

CM 24

Existing Timber Foundation Piles (B01), Rem	50,000.000 Ea @ \$1.00/Ea	<u>\$50,000.00</u>
Total		<u>\$50,000.00</u>

* Denotes a non-standard contract/amendment

CM 25		
Storm Sewer Modifications	1.000 Ea @ \$7,394.00/Ea	<u>\$7,394.00</u>
Total		<u>\$7,394.00</u>
CM 26		
Drainage System, Temp	1.000 Ea @ \$3,150.00/Ea	<u>\$3,150.00</u>
Total		<u>\$3,150.00</u>
CM 27		
Turbidity Curtain, Shallow	95.000 Ft @ \$63.53/Ft	\$6,035.35
Turbidity Curtain, Deep	110.000 Ft @ \$65.63/Ft	<u>7,219.30</u>
Total		<u>\$13,254.65</u>
CM 28		
Sewer, Bulkhead, 6 inch	4.000 Ea @ \$157.50/Ea	\$630.00
Sewer, Bulkhead, 36 inch, Temp	2.000 Ea @ \$525.00/Ea	1,050.00
Sewer Tap, 36 inch	2.000 Ea @ \$514.40/Ea	1,029.00
Underdrain Outlet, 6 inch	85.000 Ft @ \$12.60/Ft	<u>1,071.00</u>
Total		<u>\$3,780.00</u>
CM 31		
Asbestos Investigation – B02	7,500.000 Dlr @ \$1.00/Dlr	<u>\$7,500.00</u>
Total		<u>\$7,500.00</u>
Grand Total		<u>\$400,078.65</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 22

This adjustment was created per Section 103.03A of the 2003 Interim Standard Specifications for Construction to compensate the contractor for additional work caused by differing site conditions not found until work began on the B01 bridge structure. Once work began, it was determined that an asbestos investigation was needed at this structure. The investigation determined that there was asbestos at the site which needed to be removed before bridge demolition could begin. This determination substantially delayed the starting time of the demolition.

After starting demolition, it was discovered that the bridge deck was substantially thicker and in a different location than shown on the plans, creating extra work for the contractor. The Detroit Edison Company (DTE) has sensitive equipment at their adjacent location and the contractor had to remain within certain vibration limits; this requirement was inadvertently left out of the plans. Sheet piling was required in several locations and once driving began, it was discovered that there was buried pavement, not shown on any plans, which had to be removed before the sheet pile driving could continue. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by MDOT inspection personnel.

CM 23

This extra is to compensate the contractor for idle equipment time. The contractor was required to drive sheet piling as part of this contract. The DTE Company has sensitive equipment at their adjacent location and the contractor had to remain within certain vibration limits while driving sheet piling; these requirements were inadvertently left off the plans. The contractor's equipment was idle while DTE found a contractor to monitor vibration levels. In addition, DTE had a 40kv power line adjacent to the structure

* Denotes a non-standard contract/amendment

that had to be shut down during sheet pile driving. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by MDOT inspection personnel.

CM 24

The plans did not address a conflict between the existing timber foundation and the proposed batter pilings. It was determined to place additional sheeting in the cofferdams and remove the existing timber piles. The extra Existing Timber Foundation Piles (B01), Rem was created to compensate the contractor for this work. Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

CM 25

At three separate/different drainage structures the proposed drainage couldn't be built as shown on the plans. The extra Storm Sewer Modifications was created to compensate the contractor for down time while waiting for the engineer to redesign the drainage in these areas. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by MDOT inspection personnel.

CM 26

To build the B01 structure, the existing drainage system had to be removed and could not be replaced until the structure was rebuilt. The plans did not show a temporary drainage system to handle drainage while the structure was rebuilt. This extra was created to compensate the contractor for a temporary drainage outlet. Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual material costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

CM 27

Both of the items in this CM were needed for the contractor to work in the Rouge River past the dates on the original Michigan Department of Environmental Quality (MDEQ) permit in the contract proposal. Delays mentioned earlier caused the contractor to work in the river from March 15 to May 31. The price was reviewed by the MDOT Region Soils Engineer and was considered to be reasonable.

CM 28

All items on this CM were needed because the permanent drainage outlets for structures 1, 2, 7 and 8 will not be constructed until the next stage. The price of each of these items is reasonable when compared to MDOT's average unit prices for small quantities.

CM 31

Once work began, it was determined that there needed to be an asbestos investigation at the B02 bridge structure. The extra Asbestos Investigation – B02 was created to compensate the contractor for miscellaneous work required to search for asbestos in and around this structure. Section 109.07 - Force Account Work – of the 2003 Interim Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual material costs, and equipment hours worked and the “Rental Rate Blue Book for Construction.”

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2004 meeting, and are now recommended for approval by the State Administrative Board on October 5, 2004.

* Denotes a non-standard contract/amendment

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48219.

137. **Extra 2004 - 65**

Control Section/Job Number: 63082-35773-2 MDOT Project

State Administrative Board - This project exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp, MI 48315

Designed By: MDOT
Engineer's Estimate: \$22,519,685.51

Description of Project:

5.633 km of bituminous widening, resurfacing, curb and gutter, enclosed drainage, intersection improvements, watermain alterations and traffic signal installation on M-10, from 12 Mile Road northwesterly to 14 Mile Road, in the cities of Southfield and Farmington Hills, the village of Franklin, and West Bloomfield Township, Oakland County.

Administrative Board Approval Date:	December 5, 2000	
Contract Date:	December 20, 2000	
Original Contract Amount:	\$22,864,449.77	
Total of Overruns/Changes (Approved to Date):	(1,411,714.26)	-6.17%
Total of Extras/Adjustments (Approved to Date):	1,108,703.15	+ 4.85%
THIS REQUEST	<u>170,901.40</u>	<u>+0.75%</u>
Revised Total	<u>\$22,732,340.06</u>	- 0.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.32% under the original budget for an **Authorized to Date Amount** of \$22,561,438.66.

Approval of this extra will place the authorized status of the contract 0.57% or \$132,109.71 under the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-04	9 r. 2	\$354,254.00	02/05/02
2004-38	71 r. 4	\$289,000.00	06/01/04

Contract Modification Number(s): 78 r. 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 78

Misc. Topsoil Surface 75mm	17,090.140 M2 @ \$10.00/M2	<u>\$170,901.40</u>
Total		<u>\$170,901.40</u>

Reason(s) for Extra(s)/Adjustment(s):

The original topsoil quantities set up in this contract were underestimated, due to a design error. The quantity was calculated in cubic meters and was not converted to what the pay item units actually are, square meters. New quantities were estimated and consequently increased from 31,000 square meters to 155,057 square meters in contract modification 9, which has been approved by the State Administrative Board. Contract modifications 36 (\$117,594.50) and now 78 are balancing modifications to final out this extra. The final measured quantity is 154,743 square meters, less than the estimated amount approved on contract modification 9. The price of this extra was negotiated with the contractor and although the new price is higher than MDOT's average unit prices, the negotiated price is substantially lower than the original bid.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.07%; City of Farmington Hills, 1.8%; City of Southfield, 0.28%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48026, 48034, 48322, 48334.

138. **Extra 2004 - 66**

Control Section/Job Number: 33014-45594-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: E.T. MacKenzie Company
4248 W. Saginaw Highway
Grand Ledge, MI 48837

Designed By: Consultant

Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street, and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$345,687.36	+ 3.90%
Total of Extras/Adjustments (Approved to Date):	567,679.80	+ 6.40%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>20,819.81</u>	<u>+0.23%</u>
Revised Total	<u>\$9,804,936.57</u>	+ 10.53%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.30% over the original budget for an **Authorized to Date Amount** of \$9,784,116.76.

Approval of this extra will place the authorized status of the contract 10.53% or \$934,186.97 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r. 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04

Contract Modification Number(s): 14, 17, 19

* Denotes a non-standard contract/amendment

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 14

Curb, Conc, Det E1	75.000 Ft @ \$29.50/Ft	\$2,212.50
Pavt Mrkg, Ovly Cold Plas, Handicap Symb	2.000 Ea @ \$82.50/Ea	165.00
Reinforcement, Steel, Epoxy Coated	176.000 Lb @ \$1.30/Lb	228.80
Valley Gutter, Conc	86.000 Ft @ \$28.40/Ft	<u>2,442.40</u>
Total		<u>\$5,048.70</u>

CM 17

Cement	20.380 Ton @ \$201.60/Ton	\$4,108.61
Lane Tie, Epoxy Anchored	825.000 Ea @ \$8.50/Ea	<u>7,012.50</u>
Total		<u>\$11,121.11</u>

CM 19

Additional Work for Water Main Tie-In	4,650.000 Dlr @ \$1.00/Dlr	<u>\$4,650.00</u>
Total		<u>\$4,650.00</u>

Grand Total

\$20,819.81

Reason(s) for Extra(s)/Adjustment(s):

CM 14

All extras on this contract modification were created to compensate the contractor for work requested by MDOT. MDOT directed the contractor to replace plan sheets 29, 91A, 91, 92, 94, 95, 96, 164, and 174 with revised plan sheets. All revisions were to address barrier free parking spaces within the project limits. The costs of these changes were negotiated with the contractor and are fair when compared to other similar work within the contract.

CM 17

Most of the concrete, as it was bid in this job, was a standard five sack mix (this means five sacks of cement in a standard unit of concrete). To decrease the cure time and allow traffic on the roads and into the businesses in a more timely fashion, the engineer authorized the contractor to use more cement in the mix. The extra Cement was added to compensate the contractor for the extra cement requested by MDOT to make this a seven sack mixture. The cost of this extra was negotiated with the contractor and is fair when compared to other similar work within the contract.

Lane ties are used to connect concrete pavement through a joint. The ties prevent the concrete pavement sections from moving vertically in opposite directions causing a fault. Although the ties were shown in the plans and specifications they were not listed as a pay item. The cost of this extra was negotiated with the contractor and is fair when compared to other similar work within the contract.

CM 19

The contractor was directed to install a watermain in the Ottawa and Capital Avenue intersection. The work was requested by the Board of Water and Light (BWL) as part of their sewer upgrade. This item is paid for with 100 percent BWL funds. This extra was created to compensate the contractor for any portion of the work not already covered using contract bid items. The costs for the additional time and equipment required to perform this work were negotiated and appear reasonable for similar work performed.

* Denotes a non-standard contract/amendment

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunkline, 10.10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48912, 48915, 48933.

139. **Extra 2004 - 67**

Control Section/Job Number:	33014-45594-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	E.T. MacKenzie Company 4248 W. Saginaw Highway Grand Ledge, MI 48837	
Designed By:	Consultant	
Engineer's Estimate:	\$9,207,076.81	

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street, and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	345,687.36	+ 3.90%
Total of Extras/Adjustments (Approved to Date):	588,499.61	+ 6.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>453,740.44</u>	<u>+ 5.12%</u>
Revised Total	<u>\$10,258,677.01</u>	+ 15.65%

SUMMARY:

* Denotes a non-standard contract/amendment

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.53% over the original budget for an **Authorized to Date Amount** of \$9,804,936.57.

Approval of this extra will place the authorized status of the contract 15.65% or \$1,387,92741 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r.1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04

Contract Modification Number(s): 13 r.1, 18 r.1, 20, 22.

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 13

Non-Vibratory Construction Methods-Special

102,194.000 Dlr @ \$1.00/Dlr

\$102,194.00

Total

\$102,194.00

CM 18

DIT/LSB Communications System Alteration

146,969.900 Dlr @ \$1.00/Dlr

\$146,969.90

Total

\$146,969.90

CM 20

DIT/LSB Communications System Alteration

155,740.200 Dlr @ \$1.00/Dlr

\$155,740.20

Total

\$155,740.20

CM 22

San Manhole, Ext drop Conn, 24 inch

48,836.340 Ft @ \$1.00/Ft

\$48,836.34

Total

\$48,836.34

Grand Total

\$453,740.44

Reason(s) for Extra(s)/Adjustment(s):

CM 13 – A historical church adjacent to the project has structural damage due to termites. To prevent further damage to the building, the contractor was instructed to perform operations with equipment that would minimize vibrations. The equipment includes the use of static (non – vibratory) rollers, rather than the use of vibratory rollers, to compact aggregate and bituminous materials; use of saws rather than the use of concrete breakers to remove pavement; all other heavy equipment is to operate in a manner that reduces vibrations. The price was negotiated and when compared to prices on similar items was reasonable.

CM 18 and 20 – The contractor was directed to protect, relocate or alter the Michigan Department of Information Technology and Legislative Service Bureau's communication systems to prevent possible damage during the construction of the Capitol Loop reconstruction project. This portion of the Capitol

Loop project was originally scheduled to be done by the Department of Information Technology, under a separate contract, funded by MDOT.

However, due to unforeseeable delays in the contracting process, the relocation of the lines could not be accomplished in a timely manner. This would have resulted in substantial delays to the construction project at considerable cost to MDOT. The contractor was able to perform the necessary relocation and was thus able to keep the project on schedule.

The price was negotiated and when compared to prices on similar items was reasonable.

CM 22 - The project plans show a drop sanitary sewer connection to be built. In the contract bid items, the connection was not included. The price was negotiated and when compared to prices on similar items was reasonable.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 30, 2004, meeting, and is now recommended for approval by the State Administrative Board on October 5, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunkline, 10.10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48912, 48915, 48933

140. **Extra 2004 - 68**

Control Section/Job Number:	38409-55999A	Local Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Mills Excavating 2840 Shirley Drive Jackson, MI 49201	
Designed By:	Local Agency	
Engineer's Estimate:	\$518,146.10	

Description of Project:

0.33 mi of hot mix asphalt pavement, curb and gutter reconstruction, cold milling and resurfacing, with drive approach and sidewalk ramp upgrades on Ganson Street from the west city limits of Jackson to Wisner Street along with cold milling and hot mix asphalt overlay on Waterloo Street from East Michigan Avenue to Homewild Avenue in the city of Jackson, Jackson County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	April 30, 2004	
Original Contract Amount:	\$419,202.99	
Total of Overruns/Changes (Approved to Date):	73,498.58	+ 17.53%
Total of Extras/Adjustments (Approved to Date):	47,244.00	+ 11.27%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>136,555.12</u>	<u>+ 32.57%</u>
Revised Total	<u>\$676,500.69</u>	+ 61.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 28.80% over the original budget for an **Authorized to Date Amount** of \$539,945.57.

Approval of this extra will place the authorized status of the contract 61.37% or \$257,297.70 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Trolley Track, Rem	100.000 Cyd @ \$18.00/Cyd	\$1,800.00
Subgrade Undercutting, Special	6,000.000 Syd @ \$4.39/Syd	26,340.00
Erosion Control, Inlet Protection, Inlet Filter	7.000 Ea @ \$125.00/Ea	875.00
Controlled Density Fill	100.000 Cyd @ \$62.64/Cyd	6,264.00
Sidewalk, Conc, 4 inch, Modified	418.750 Sft @ \$3.85/Sft	1,612.19
Sidewalk, Conc, 4 inch, Modified	400.000 Sft @ \$3.85/Sft	1,540.00
Water Main, DI, Pressure Class 350, 4 inch, Tr Det G	25.000 Ft @ \$27.53/Ft	688.25
Water Main, DI, Pressure Class 350, 6 inch, Tr Det G	35.000 Ft @ \$27.19/Ft	951.65
Gate Valve & Box, 4 inch	1.000 Ea @ \$639.90/Ea	639.90
Gate Valve & Box, 6 inch	1.000 Ea @ \$666.67/Ea	666.67
Gate Valve & Box, 12 inch	4.000 Ea @ \$1,399.55/Ea	5,598.20
Additional Water Main Fittings (Ea=Lbs)	1,000.000 Ea @ \$4.82/Ea	4,820.00
Water Main, Connect New 12 inch to Existing 12 inch	2.000 Ea @ \$3,246.00/Ea	6,492.00
Water Main, Connect New 4 inch to Existing 4 inch	1.000 Ea @ \$2,750.00/Ea	2,750.00
Water Main, Connect New 8 inch to Existing 8 inch	2.000 Ea @ \$1,910.00/Ea	3,820.00

* Denotes a non-standard contract/amendment

Water Serv, Long 1 inch, Tr Det G	3.000 Ea @ \$435.00/Ea	1,305.00
Water Main, Connect New 6 inch to Existing 6 inch	1.000 Ea @ \$2,895.00/Ea	2,895.00
Lighted Arrow, Type C, Furn	2.000 Ea @ \$742.50/Ea	1,485.00
Lighted Arrow, Type C, Oper	2.000 Ea @ \$1.10/Ea	2.20
Non Haz Contam Mat'l Handling & Disp LM	900.000 Cyd @ \$39.59/Cyd	35,631.00
Non Haz Contam Mat'l Handling & Disp LM	700.000 Cyd @ \$39.59/Cyd	27,713.00
Subbase, CIP	248.700 Cyd @ \$10.72/Cyd	<u>2,666.06</u>
Total		<u>\$136,555.12</u>

Reason(s) for Extra(s)/Adjustment(s):

After construction began, trolley tracks were found under the existing pavement. These tracks had to be removed before the watermain and new pavement could be constructed. The extra Trolley Track, Rem was created to compensate the contractor for this work. The item Sub base, CIP was added to compensate the contractor for backfilling and compacting the depth of material removed with the tracks. The cost of the two items was submitted by the contractor and is fair when compared to similar jobs in recent history in the city of Jackson.

The soil under the existing roadway was found to be contaminated. Rather than remove the soil at a large extra cost, it was decided to leave it in place. A geogrid (plastic reinforced material with a grid pattern) was placed on top of the contaminated soil to help it from displacing when loaded with aggregate. The extra Subgrade Undercutting, Special was created to compensate the contractor for this work. The cost was submitted by the contractor and is fair when compared to similar jobs completed this year in the city of Jackson.

Due to the large amount of rain during this construction season, there was a need for additional erosion control. The extra Erosion Control, Inlet Protection, Inlet Filter was added to compensate the contractor for this work. The cost was submitted by the contractor and is fair when compared to similar jobs completed this year in the city of Jackson.

As another means to limit the amount of contaminated soil removed from the site, an abandoned sanitary sewer was filled with Controlled Density Fill (flowable cement material). The sewer was detailed in the project plans to be removed. If the sewer was removed, additional soil would have had to be excavated and removed from the site. The cost of placing the fill was submitted by the contractor and is fair when compared to similar projects completed recently in the city of Jackson.

After the work project advertisement, a watermain within the boundaries of this project broke and needed to be replaced. It was decided to replace the watermain, within this contract and at this time, rather than opening up the new pavement and reducing its service life, or disrupting traffic a second time. The extras Water Main, DI, Pressure Class 350, 4 inch, Tr Det G; Water Main, DI, Pressure Class 350, 6 inch, Tr Det G; Gate Valve & Box, 4 inch; Gate Valve & Box, 6 inch; Gate Valve & Box, 12 inch; Additional Water Main fittings and the items Water Main Connect... (sizes varying from 4inch to 12inch) Existing varying sizes, were added to compensate the contractor for this work.

Some sidewalk was removed to accommodate the watermain placement. The item Sidewalk, Concrete, 4 inch, Modified was created to compensate the contractor to replace the sidewalk. The items Lighted Arrow, Type C, Furn and Lighted Arrow, Type C, Oper were added to compensate the contractor for traffic control during this work. These additions to the contract were paid for with 100 percent city funds.

The cost was submitted by the contractor and is fair when compared to similar jobs completed this year in the city of Jackson.

When the existing pavement was removed, the smell of the soil and further testing indicated that the soil was laced with arsenic and trichloroethylene. During the design phase, soil borings and a “sniff” test was performed on the soil under the pavement, which indicated that the soil was clean. For the contaminated soil that had to be removed from the site, the pay item Non Hazardous Contaminated Material Handling and Disposal, LM was created. The cost was submitted by the contractor and is fair when compared to similar jobs completed recently in the city of Jackson

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 30, 2004 meeting, and is now recommended for approval by the State Administrative Board on October 5, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 50.36%; City of Jackson, 49.64%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 49201.

In accordance with MDOT’s policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director’s delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 29, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: October 5, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

1. **Michigan Paving & Materials/ Bituminous Mill & Overlay \$56,789.76**
Woodland Paving
P. O. Box 309
Comstock Park, MI 49321

Approval is requested to authorize the Kent County Road Commission to award a subcontract for bituminous mill and overlay on a portion of M-21 at Ada Drive in Kent County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This subcontract will provide for bituminous mill and overlay of the intersection of M-21 at Ada Drive in Kent County.

Benefit: The subcontract will provide for safer highways for traveling motorists. It will also help reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in this area are deteriorating. If work is not performed, the roadways could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49321.

2. **Nationwide Fence & Supply Guardrail Maintenance \$340,296**
53861 Gratiot Avenue
Chesterfield, MI 48051

Approval is requested to authorize the Oakland County Road Commission to award a subcontract for guardrail maintenance on various trunklines in Oakland County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This subcontract will provide for guardrail maintenance on various trunklines in Oakland County.

Benefit: To provide for safer highways for the traveling public and help reduce routine maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: Continued guardrail deterioration would increase maintenance costs and could result in unsafe guardrails.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48051.

CONTRACTS

3. ***HIGHWAYS - Time Extension**

Amendatory Contract (2002-0648/A1) between MDOT and Hardesty & Hanover, LLP, will retroactively extend the contract term by one year. This time extension is necessary because the environmental study was more extensive and took more time to complete than originally expected, and additional time was needed to coordinate the project with the City of Detroit. The original contract, which expired on October 1, 2004, provided for early preliminary engineering and design services to be performed for the bascule bridge replacement on M-85 (Fort Street) at the Rouge River in the city of Detroit, Wayne County (CS 82071 - JN 54049). The revised contract term will be November 14, 2002, through October 1, 2005. The contract amount remains unchanged at \$636,055. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment is for a one-year time extension to allow completion of the environmental study so the design of the bascule bridge replacement can begin. This extension is necessary because the environmental study was more extensive and took more time to complete than originally expected, and additional time was needed to coordinate the project with the City of Detroit.

Benefit: Allowing completion of the environmental study will enable the design of the bascule bridge replacement to begin.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the required environmental approval is not received, the design of the bascule bridge will be delayed. The reconstruction is scheduled for 2006.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is the replacement of an existing bascule bridge.

Zip Code: 48209.

4. **HIGHWAYS - IDS Design Consultant Services**

Authorization (Z10) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for the design of the rehabilitation and reconstruction of bridge structures, including deck replacement, structural steel repair, painting, substructure repair, and epoxy flood coating in Wayne County (CS 82062 & 82053 - JN 45705C). The work items include performing a design survey, computing and verifying plan quantities and right-of-way plans, and making special provisions for maintaining traffic during construction. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$357,275.07. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This is an amendment for design services for bridge work on the reconstruction and rehabilitation of existing structures B02-1, S01, and S02 of 82053, which are a part of pre-existing road projects.

Benefit: To improve bridge structures and provide for safe travel for the motoring public.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this amendment could result in the weakening of the bridge structures and possible danger to the motoring public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. This project involves the reconstruction and rehabilitation of existing bridge structures.

Zip Code: 48127.

5. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for the design of the rehabilitation and reconstruction of bridge structures, including deck replacement, structural steel repair, painting, substructure repair, and epoxy flood coating in Wayne County (CS 82062 & 82053 - JN 60333D). The work items include performing a design survey, computing and verifying plan quantities and right-of-way plans, and making special provisions for maintaining traffic during construction. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$342,653.24. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This is an amendment for design services for bridge work on the reconstruction and rehabilitation of existing structures B01 of 82053, S01-3, S01-4, and B02-2 of 82062, which are parts of pre-existing road projects.

Benefit: To improve bridge structures and provide for safe travel for the motoring public.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this amendment could result in weakening of the bridge structures and possible danger to the motoring public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. This project involves the reconstruction and rehabilitation of existing bridge structures.

Zip Code: 48127.

EXTRAS

6. Extra 2004 – 69

Control Section/Job Number: 82022-45686A MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras. This project also exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 Transportation Commission limit for reviewing extras. This project also exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Consultant
Engineer's Estimate: \$55,787,287.39

Description of Project:

4.20 mi of freeway reconstruction/realignment, interchange reconstruction, concrete pavement /shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights, and Allen Park in Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	321,748.41	+ 0.57%
Total of Extras/Adjustments (Approved to Date):	407,278.23	+ 0.72%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,423,193.19</u>	<u>+ 11.29%</u>
Revised Total	<u>\$64,021,551.16</u>	+ 12.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.29% over the original budget for an **Authorized to Date Amount** of \$57,598,357.97

Approval of this extra will place the authorized status of the contract 12.58% or \$7,152,219.83 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5 r.13, 15 r.5, 16 r.15, 17 r.2, 18, 19 r.15, 21 r.3

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Swamp Backfill, Gran. Mat. Type III	15,000.000 Cyd @ \$13.00/Cyd	\$195,000.00
Swamp Backfill, 1"-3" crushed concrete	5,000.000 Ton @ \$13.50/Ton	<u>67,500.00</u>
Total		<u>\$262,500.00</u>

CM 15

Temp Sheeting for S14 of 82022	373,820.620 Dlr @ \$1.00/Dlr	\$373,820.62
Temp Sheeting-Longitudinal Ties	171,705.630 Dlr @ \$1.00/Dlr	<u>171,705.63</u>
Total		<u>\$545,526.25</u>

CM 16

Concrete Base Course, Nonrein., 12.25 In	100,000.000 Syd @ \$25.75/Syd	<u>\$2,575,000.00</u>
Total		<u>\$2,575,000.00</u>

CM 17

Joint, Contraction, Cp (VECP Adjusted Price Item)	126,967.000 Ft @ \$14.61/Ft	\$1,854,987.87
Joint, Contraction, Cp (VECP Adjusted Price Item)	42,587.000 Ft @ \$14.61/Ft	622,196.07
Joint, Contraction, Cp (VECP Adjusted Price Item)	818.000 Ft @ \$14.61/Ft	11,950.98
Joint, Contraction, Cp (VECP Adjusted Price Item)	2,488.000 Ft @ \$14.61/Ft	<u>36,349.68</u>
Total		<u>\$2,525,484.60</u>

CM 18

Cleaning and Coating of Hanger Assembly (S13 & S14)	1.000 LS @ \$133,623.00/LS	<u>\$133,623.00</u>
Total		<u>\$133,623.00</u>

CM 19

#2 Triplex	2,901.000 Ft @ \$4.50/Ft	\$13,054.50
Dr Structure Lead, Cleaning, 12 inch	532.000 Ft @ \$2.12/Ft	1,127.84
Subgrade Undercutting Sp – 4G LS	1,750.000 Cyd @ \$27.50/Cyd	48,125.00
Curb and Gutter, Conc, Det F5 Modified (12.25 inch thick gutter)	4,000.000 Ft @ \$13.00/Ft	52,000.00
Curb and Gutter, Conc, Det F5 Modified (12.25 inch thick gutter)	1,000.000 Ft @ \$13.00/Ft	13,000.00
Pavt Joint and Crack Repr, Det 7	6,400.000 Ft @ \$6.68/Ft	<u>42,752.00</u>
Total		<u>\$170,059.34</u>

CM 21

Temporary Supports for Existing S14	7.000 Ea @ \$3,000.00/Ea	\$21,000.00
Emergency Deck Repairs for Existing S13	95,000.000 Dlr @ \$1.00/Dlr	95,000.00
Emergency Deck Repairs for Existing S14	95,000.000 Dlr @ \$1.00/Dlr	<u>95,000.00</u>
Total		<u>211,000.00</u>

Grand Total

\$6,423,193.19

Reason(s) for Extra(s)/Adjustment(s):**CM 5**

After evaluating the project site during construction, it was determined that swamp backfill treatments would be more appropriate through an existing swamp median section than the Subgrade Undercutting as called for in the plans. The unit price was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably with published average unit prices. There is a corresponding decrease in the amount of \$261,184. from the elimination of Subgrade Undercutting through these areas.

CM 15

The I-94/US-24 bridge has two unique structural segments that are significant to the overall function of the structure, the longitudinal foundation tie and the thrust blocks. In order to construct these elements, it was necessary to excavate very near the existing westbound bridge and across all lanes of traffic on US-24. To avoid undermining the existing structure and the existing traffic lanes of US-24, temporary steel sheeting was added to permit the excavations within the available area. The requirement for this item was not anticipated during design of the bridge. The costs are estimated and are based on anticipated labor, materials, and equipment necessary to perform the work. A final balancing contract modification will be prepared when the work has been completed. The final compensation for this work will be determined in accordance with Section 109.07 of the 2003 Standard Specifications for Construction.

CM 16

This project includes a major realignment of the I-94/US-24 interchange, which will greatly enhance the operational and safety characteristics of the interchange. One of the requirements for the realignment is to permanently shift the I-94 lanes into the existing wide median area to better align the new proposed ramps. During the excavation and clearing of the existing median, it was discovered that this area had previously been used to dispose of old construction debris from the I-94/Lodge freeway project constructed in the 1960's. The clay foundation that was intended to support the realigned lanes of I-94 was actually laying on top of the old debris field and as such, would not provide adequate support for the roadway section as designed. After evaluating several alternatives and consulting with the FHWA, it was determined that the most cost-effective and practical solution would be to place a thick concrete base course which could effectively "bridge" the debris field and adequately support the new pavement structure. The unit price for the concrete base course was adjusted in accordance with Section 103.02.B of the 2003 Standard Specifications for Construction. There is a corresponding decrease in the contract bid items "Open-Graded Drainage Course, 16 inch, Modified," and "Geotextile Separator." The amount of the decrease is \$713,000.

CM 17

In accordance with the Special Provision for Value Engineering contained in the proposal, the contractor requested a change from the neoprene joint detail for sealing the concrete joints to the use of a hot poured rubber joint sealing method. The change resulted in corresponding decreases to contract items in the amount of \$2,592,900, for a net savings to MDOT \$67,415.40. The unit price for the original pay item "Joint, Contraction, Cp" was reduced to reflect the cost savings realized by MDOT and the contractor.

CM 18

This item was inadvertently omitted from the plans and was necessary for successful completion of the work. The work was added as a result of plan revision B1 of S13 and S14. MDOT will seek compensation from the design consultants through the Alternative Dispute Resolution process. The unit price was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably with past prices for similar work.

CM 19

The changes to the original items in this contract modification were needed to address additional drainage needs at S13 and S14, and to adequately prepare the existing pavement on US-24 for maintaining traffic until paving could be accomplished in the 2005 construction season.

The extra item of Subgrade Undercutting Sp-4G LS was needed to correct unsuitable subsurface conditions. The unit price was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably with published average unit prices. The extra item for Curb and Gutter, Conc, Det F5 Modified (12.25 inch thick gutter) was needed to account for the thicker concrete pavement found on existing US-24. A corresponding decrease in the original pay item will follow upon completion of the work. The unit price was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably with published average unit prices.

CM 21

The item "Emergency Deck Repairs for Existing S13" and "Emergency Deck Repairs for S14" are necessary to perform emergency repairs to the existing decks on the eastbound and westbound I-94 structures over US-24. Due to severe deterioration of the existing decks, full-depth holes have occurred through the deck which necessitated immediate repair. The costs are estimated and are based on anticipated labor, materials, and equipment necessary to perform the work. A final balancing contract modification will be prepared when the work has been completed. The final compensation for this work will be determined in accordance with Section 109.07 of the 2003 Standard Specifications for Construction.

The item "Temporary Supports for Existing S14" was needed to provide temporary support while the emergency repairs on the decks were performed. The unit price was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably with published average unit prices.

These Extras were recommended for approval by the State Transportation Commission at its September 30, 2004, meeting and are now recommended for approval by the State Administrative Board on October 5, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48101, 48125, 48180

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director